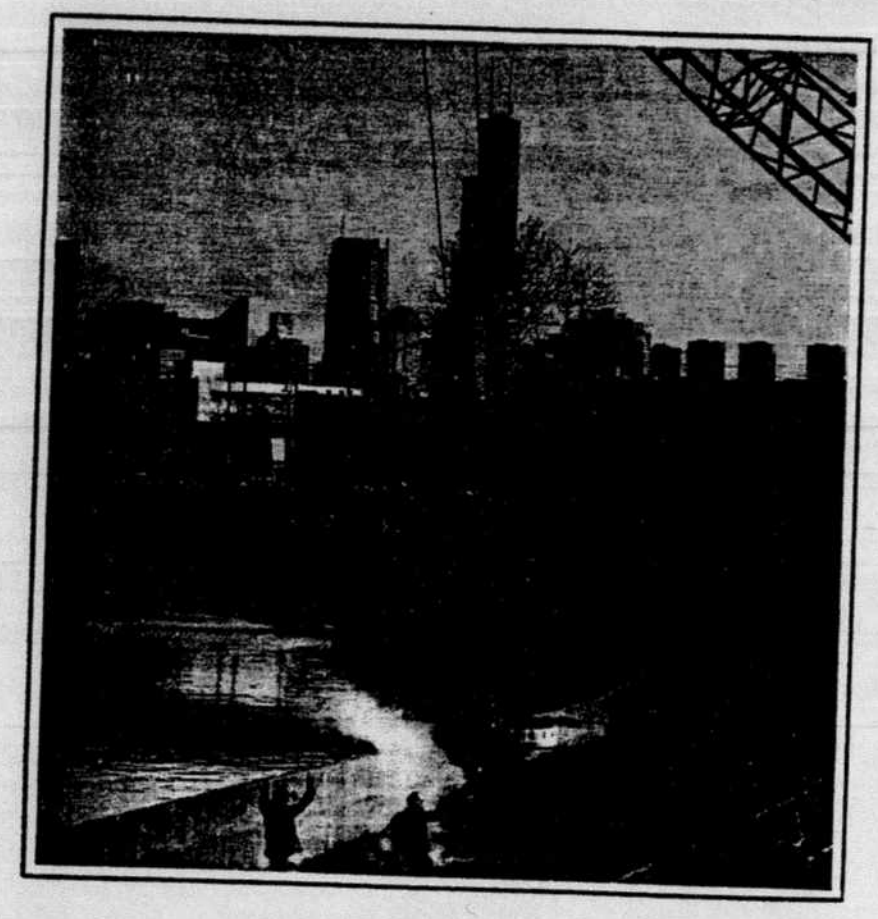
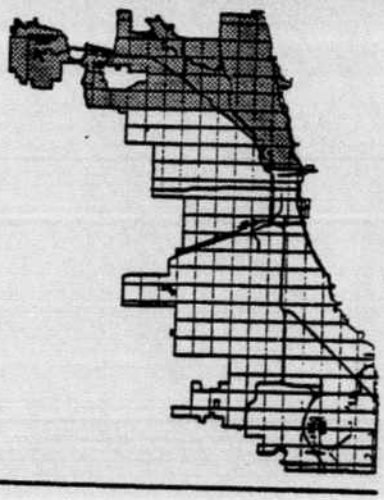




CORRIDORS OF INDUSTRIAL OPPORTUNITY

A PLAN FOR INDUSTRY IN CHICAGO'S **NORTH** SIDE

City of Chicago
Richard M. Daley, Mayor

Department of Planning and Development
Valerie B. Jarrett, Commissioner

CORRIDORS OF INDUSTRIAL OPPORTUNITY

A PLAN FOR INDUSTRY IN CHICAGO'S **NORTH** SIDE

Released December 1992
Revised October 1993
Adopted By Chicago Plan Commission November 10, 1993
Reuben L. Hedlund, Chairman

City of Chicago
Richard M. Daley, Mayor

Department of Planning and Development
Valerie B. Jarrett, Commissioner

MESSAGE FROM THE MAYOR

The key to strong Chicago communities is a stable job base and secure, high-wage employment for people. Reinvestment in North Side communities and commercial districts over the past two decades must be matched by growth in the city's traditional employment areas, its industrial corridors.

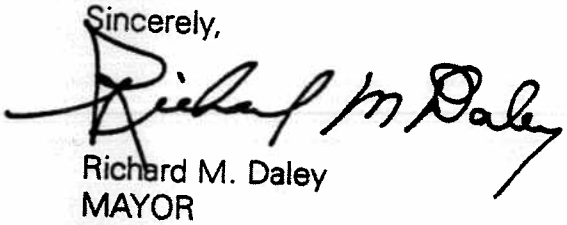
CORRIDORS OF OPPORTUNITY: A PLAN FOR INDUSTRY IN CHICAGO'S NORTH SIDE represents a plan to attract and support industrial investment on Chicago's North Side. This plan designates and provides a comprehensive assessment of seven industrial corridors on the North Side. Within these corridors, it identifies development opportunities and infrastructure priorities. Last year we developed a similar plan for the West Side, and we're currently working on a third installment focusing on the South Side.

In support of these plans for industry, the City recently announced a $160 million bond initiative, much of which will pay to upgrade and improve industrial streets and bridges, increase viaduct clearances and help create seven industrial parks.

By designating industrial corridors and fostering the creation of industrial parks, the City is enabling industries to locate and expand in communities throughout Chicago. By upgrading the arteries of commerce that are our economic lifeline, we are ensuring that Chicago's business community is able to grow in the years to come.

My thanks to the many individuals, companies and organizations that helped develop this plan. By continuing to work together, we can effectively meet the challenges and opportunities of the 21st century.

Sincerely,



Richard M. Daley
MAYOR

ABOUT THIS PLAN

CORRIDORS OF OPPORTUNITY: A PLAN FOR INDUSTRY IN CHICAGO's NORTH SIDE is one of three industrial area land-use plans being prepared by the City of Chicago. Taken together, these three area plans form a comprehensive industrial land-use policy that will be implemented through zoning review and targeted public investments. They enable the City of Chicago to utilize land-use planning and zoning to focus and coordinate the City's economic development efforts in Chicago's industrial employment centers.

In January of 1989, the City of Chicago released an initial PLAN FOR INDUSTRY ON CHICAGO'S NORTHSIDE. The 1989 report recognized that residential and commercial development in industrial areas negatively impacts upon the city's industrial base, and recommended that additional land-use regulations be implemented to minimize these impacts.

Since then, the City of Chicago has designated two Planned Manufacturing Districts (PMDs), Elston Corridor and Goose Island, adjacent to the already existing Clybourn Corridor PMD. Planned Manufacturing District designation tailors land uses to the preservation and enhancement of the area's industrial character.

The City of Chicago has additonally developed an industrial land-use policy, as set forth in the following section, to address land-use issues in industrial areas outside the three PMDs. This document revisits the North Side in the context of this industrial land-use policy and expands upon the scope of the 1989 report by addressing industrial areas on the far Northwest Side of Chicago.

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Industrial Land Use Policy

CREATING AND PRESERVING QUALITY JOBS FOR CHICAGO RESIDENTS IS THE primary economic development goal of the City of Chicago. To meet this goal, the City encourages a diversified economy which provides an array of employment opportunities and can readily adapt to changes the regional and international markets.

A strong manufacturing sector is critical to a diversified economy. Manufacturing often provides high-paying jobs and supports important secondary labor markets. Manufacturing creates wealth in the local economy by adding value to goods, fostering advanced technologies and spurring the development of new industries. The continued strength of the city's industrial base sets Chicago apart from other maturer industrial centers, and calls for innovative economic development strategies.

The City's industrial land-use policy sets forth a strategy for industrial development that is uniquely urban. It recognizes that the growth of Chicago's economic base will take place in built environments, and will be driven largely by the expansion and modernization of existing companies. As such, this policy is the physical backbone of a broad economic development agenda, which includes technology assistance, workforce training and investment incentives.

The City identifies industrial corridors in plans adopted by the Chicago Plan Commission. Industrial corridors not only constitute the city's resource of space for industrial development but, more importantly, are already home to a large portion of the city's industrial base. The purpose of the industrial land-use policy is to foster the expansion and modernization of Chicago's industrial companies by enhancing the physical environments in which they operate.

Chicago is a city of industrial neighborhoods. Just as residential communities need appropriate public investment to make them pleasant places in which to live, industrial areas require specific types of improvements to meet constantly evolving needs. Among its many amenities for industry, Chicago must be able to offer safe, functional and attractive places in which to do business.

Industrial corridors must be served by well-maintained infrastructure that accommodates modern production and transportation. Corridors must have

well-defined boundaries and separation from incompatible activities so that operations are not in conflict with neighboring uses. They must be safe places where employees feel secure and companies do not hesitate to entertain customers. Industrial corridors must be provided with physical amenities, such as attractive streetscape, trees, signage and gateways, too often overlooked in economic development strategies. The City's industrial land-use policy is reinvesting industrial areas through the following strategies which incorporate existing programs and new initiatives in a corridor-targeted approach.

A. Create Accessible and Attractive Environments throughout the City's Industrial Corridors

Corridors are target areas for coordinated private and public investments in the
physical environment. The City has three goals in implementing these investments.

1. Provide efficient access to major transportation links and smooth internal traffic circulation.

Most industrial capital improvement dollars are being targeted to corridors to insure that bridges can accommodate industrial loads, viaducts have adequate clearances, and streets are rebuilt to industrial standards. These improvementswill remain a priority of the City's Capital Improvements Program. Future improvements will be coordinated through an interdepartmental program to identify and regularly update these industrial infrastructure needs.

2. Strengthen the physical identity of corridors and provide a range of amenities companies can expect to find in a contemporary industrial park environment.

The City will collaborate with community based agencies funded under the delegate agency program in preparing and implementing specific improvement plans focusing on the physical environment of each corridor. It will also coordinate with Cityspace, an interagency open space plan for the city, to identify amenities in industrial corridors. One program, already in place, is the industrial street vacation program which converts outdated street patterns into more useful and attractive spaces for companies throughout the city.

3. Facilitate the development of underutilized industrial corridor properties

The City is committed to modernizing and expanding industrial space available for development in corridors. Current and future development opportunities will be

highlighted in the City's Site Assistance Program and in marketing programs to attract, expand and retain industry. Some of these opportunities may be large enough to serve as mini-industrial parkS within a corridor.

Some extraordinary development costs are being offset through a variety of public sector initiatives. Funding will be continue for finance and site development and programs to assist the private sector in developing these sites. On the legislative side, the City is pursuing an aggressive Federal agenda to reduce regulatory and financial barriers to the redevelopment of contaminated industrial sites.

B. Assure Stable Land Use within the Corridors through Improved Zoning and Land Use Regulation.

The City is committed to assuring that appropriate land use is maintained in industrial corridors. Three actions will be proposed to the City Council to achieve this objective.

1. Require that proposals for non-industrial development in industrial corridors undergo full review through the planned development process.

The rezoning of land in a corridor to a nonindustrial zoning classification should be avoided. It is recognized, however, that in particular cases such rezoning may be appropriate. All proposals for rezoning of parcels in corridors to residential, business or commercial uses should require submission of a detailed development plan and approval by the Chicago Plan Commission as a planned development.

Approval should only be granted after a determination that the following have been met:

(a) the physical characteristics of the site make it intrinsically unsuitable for industrial development. Physical constraints include irregular site configuration, access barriers and other site-specific issues which taken together limit development; or

(b) substantial change in the character of the immediately surrounding area make industrial redevelopment of the site impractical. Such change would be indicated by adopted plans, patterns of rezoning or the establishment of significant adjoining nonindustrial uses; or

(c) the proposed nonindustrial development fills an unmet need for a neighborhood service or public facility; and

(d) the proposed nonindustrial development will not result in burdensome zoning or other regulatory restrictions on

neighboring industries; and
(e) traffic to be generated by the development must not exceed existing street capacity (or otherwise be accommodated through specific measures to be taken by the applicant).

Approval as a planned development should be subject to a 'sunset' provision, requiring the proposed development to be substantially underway within a reasonable period of time to ensure that projects approved represent viable developments.

2. **Give full consideration to the operational needs of existing industries when reviewing proposals to rezone property near industrial corridors.**

The development of land outside of corridors should be consistent with the long-term needs of the area. However, where a proposed rezoning adversely impacts an industrial corridor the rezoning should be modified or discouraged. Adverse impacts may include, among other things:

a. increased traffic and on-street parking that decreases the availability, safety or convenience of road or rail traffic movements to nearby industrial businesses; and

b. increased zoning or other regulatory restrictions that limit hours of operation, noise or other operational characteristics of nearby companies.

3. **Update the existing zoning standards for manufacturing districts to bring them in line with the needs of modern industrial development.**

The manufacturing classifications in the Chicago Zoning Ordinance should be modified to reflect uses and standards which meet the needs of modern industry and the characteristics of these corridors. The revised classifications should allow non-industrial uses only to the extent that they provide services in support of industrial businesses or otherwise promote the integrity and viability of industrial corridors. Planned Manufacturing District designation process may be the most appropriate mechanism for achieving this goal in certain industrial areas. Once the revised classifications are developed, it may be necessary to change the zoning within corridors consistent with type of development projected for specific areas. ⊡

North Side Industrial Development

CORRIDORS OF INDUSTRIAL OPPORTUNITY: A PLAN FOR INDUSTRY IN CHICAGO'S NORTH SIDE implements land use policy for industrial areas bounded by the city limits on the west and north, Lake Michigan on the east, and Chicago Avenue, the Kennedy Expressway and Belmont Avenue on the south and southwest. This plan summarizes the key characteristics of each industrial area, identifies industrial development opportunities, and recommends needed infrastructure improvements.

Land Use

Chicago's first large concentration of industrial development was located along the North Branch of the Chicago River. During the second half of the 19th century, the North Branch became a popular location for tanneries, distilleries and brickyards. With the advent of railroads, the North Side attracted additional transportation-dependent activities such as coal and lumber yards and grain elevators. As the city grew, industry spread north and northwest along these transportation links.

In recent decades, parts of the North Side have experienced substantial redevelopment, resulting in a diversity of land uses in areas that were once predominantly industrial. This decrease in the amount of land occupied by industry is a result of not only commercial and residential redevelopment, but also an industrial location trend toward suburban and exurban areas and a general nationwide decline in central city manufacturing in recent years.

Today, the North Side contains seven major industrial corridors covering 1139 acres, ranging in size from 66 acres to 566 acres. Corridor boundaries are illustrated in Figure 1. In general, industrial corridors on the North Side are smaller in area than those in other parts of the city. However, North Side corridors constitute an important portion of Chicago's industrial base, employing over 31,000 workers in 392 companies. Additionally, a significant amount of North Side industrial activity is located outside the seven major concentrations identified in this Plan.

Industrial corridors defined in this plan are characterized by a predominance of industrial uses, a high degree of continuity of those uses and a limited history of conversion to other uses. Corridor boundaries have been drawn around areas in which it is reasonable to presume that Manufacturing is the proper zoning designation. This presumption is based upon the presence of an active industrial base that represents the dominant land use, a self-contained industrial street pattern and a separation of activities that minimizes land-use conflicts.

Where possible, corridor boundaries represent significant physical

barriers such as railroad embankments and major thoroughfares. However in some cases, corridor boundaries correspond to alleys or property lines that separate the industrial corridor from an adjacent area that is less industrial in character.

Development Opportunities

Sites for potential industrial development on the North Side are generally smaller in size than on the West and South Sides. This is due largely to a history of industrial development characterized by a more intensive use of land on the North Side than in other areas of the city.

Within the seven corridors, this plan identifies nine industrial development opportunities ranging in size from 5 to 25 acres. The smaller sites present the opportunity for the expansion of existing activities or the development of a single-use facility. The three largest sites offer the possibility of creating industrial park environments, with landscaping and internally focused activities. All nine of the sites are currently unused.

Development Opportunity	Corridor	Acres
Division and Hickory	North Branch	25
North and Magnolia	North Branch	16
Diversey and Wolcott	North Branch	8
Elston and Webster	North Branch	5
Bryn Mawr and Tripp	Peterson	17
Rockwell and Addison	Addison	5
Rockwell and Melrose	Addison	5
Rockwell and Irving Park	Addison	6
Kolmar and Berteau	Knox	6

Industrial development sites are also being developed on land outside the industrial corridors identified in this plan. The most notable of these is the 40-acre Reed-Dunning Industrial Park, a project of the Alter Group located on North Naragansett between Irving Park and Montrose.

In addition, industrial site opportunities will develop as a result of the City's commitment to the use of O'Hare Airport land in support of economic development. O'Hare Airport has, within its boundaries, 375 acres of undeveloped but usable land and an additional 366 acres used for military purposes. The City's Department of Aviation is exploring the options for making many of these parcels available as locations for new industry and commerce.

Industrial Infrastructure

The location pattern of industry on Chicago's North Side has been heavily influenced by an extensive network of transportation links including the Chicago River, railroads, and, more recently, the Kennedy (I-90) and Edens (I-94) Expressways. Easy access to highway transportation will continue to be key to the strengthening of North Side industry.

TABLE 1: CORRIDOR CHARACTERISTICS SUMMARY

	North Branch	Kaox	Peterson	Elston/Armstrong	Ravenswood	Kennedy	Addison	TOTAL
Industrial Base								
Industrial Firms	164	36	22	15	77	23	55	392
Industrial Employees	9,027	2,591	4,074	2,435	3,505	1,916	7,981	31,529
Predominant SIC Group								
by # of Firms	34	35	34	35	34	34	34	34
by # of Emps.	50	73	38	36	34	38	36	34
Acreage								
Total	566	66	104	69	68	68	198	1139
Active Industrial	367	51	70	52	54	43	152	789
Non-Active Industrial	51	2	-	-	4	1	5	63
Vacant Land	69	6	20	-	-	< 1	27	123
Non-Industrial	79	7	14	17	10	23	14	164
Employment Density								
Emps/Acre	16	39	39	35	52	28	40	28
Emps/Acre of Industrial Land	25	51	58	47	35	45	53	40
Avg. # of Emps/Firm	55	72	185	67	46	83	145	80

KEY TO STANDARD INDUSTRIAL CLASIFICATIONS (SICs)
34 Fabricated Metal Products 35 Electronic & Other Electric Equipment 36 Electronic & Other Electric Equipment 38 Instruments & Related Products
50 Wholesale Trade-Durable Goods 73 Business Services

Between 1983 and 1991, the City of Chicago has invested over $53 million in capital improvements that serve North Side industrial corridors. More than $24 million has funded the upgrading of bridges that span railroads, expressways and the Chicago River. Numerous viaduct improvements have further enhanced access to the North Side's industrial areas.

Additional infrastructure improvements that are not located in industrial corridors also positively impact the viability of the city's industrial base. One example is the Strategic Regional Arterial (SRA) system, a state funded project to design lane additions, better signalization and other improvements on a network of major regional streets. SRAs are characterized by heavy volumes of traffic traveling over long distances in the metropolitan region. Roughly 160 miles of SRAs have been designated in the city alone by the Chicago and Illinois Departments of Transportation. Appendix III illustrates SRAs and other major truck routes in Chicago.

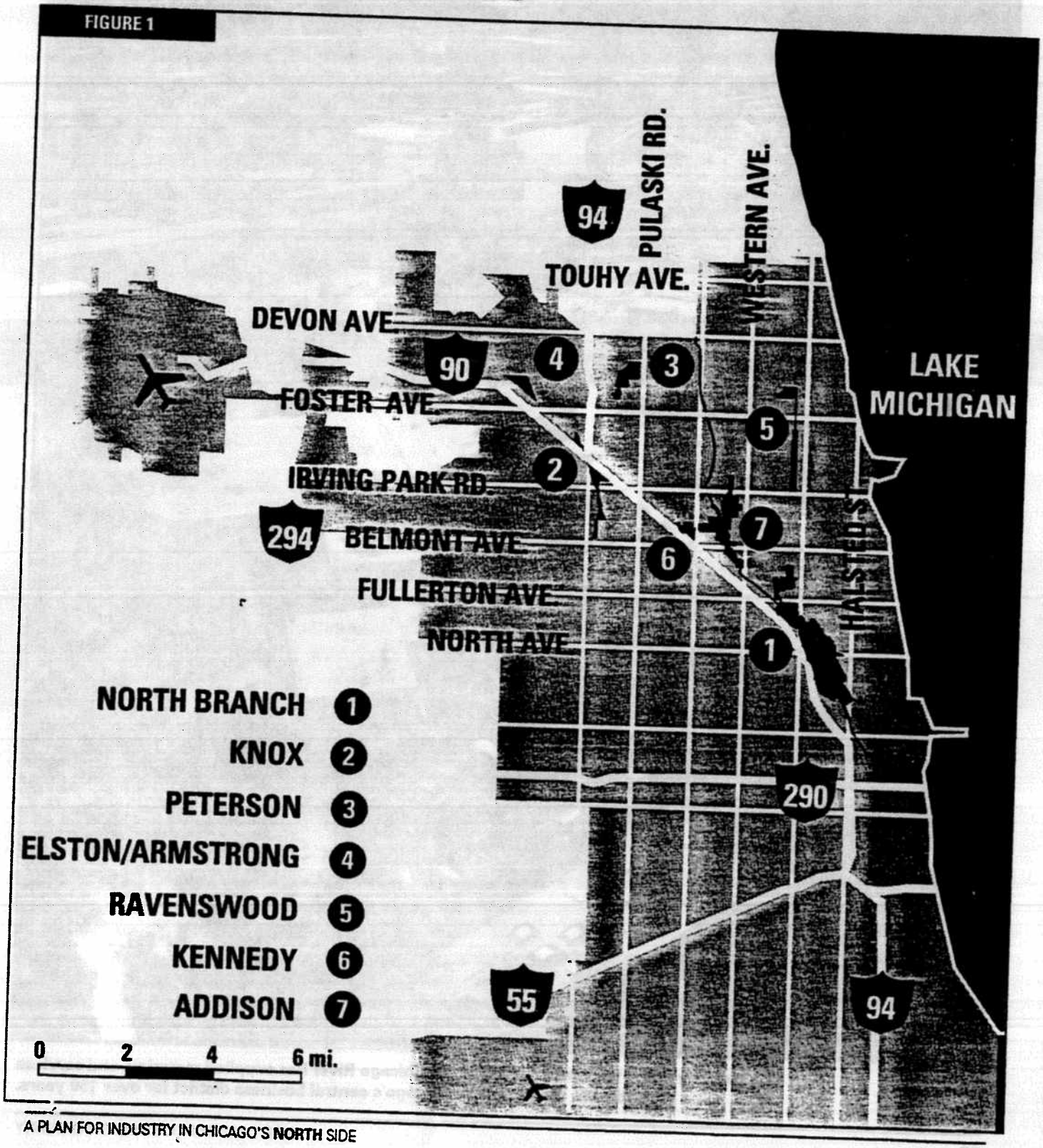
The expressways have become the most important transportation link on the North Side. The Kennedy and Edens Expressways offer excellent access to O'Hare Airport and the central business district. Through connections with the rest of the expressway system, I-90 and I-94 provide access to the city's major intermodal rail terminals on the west and south sides, as well as to distant supplier and customer markets throughout the country.

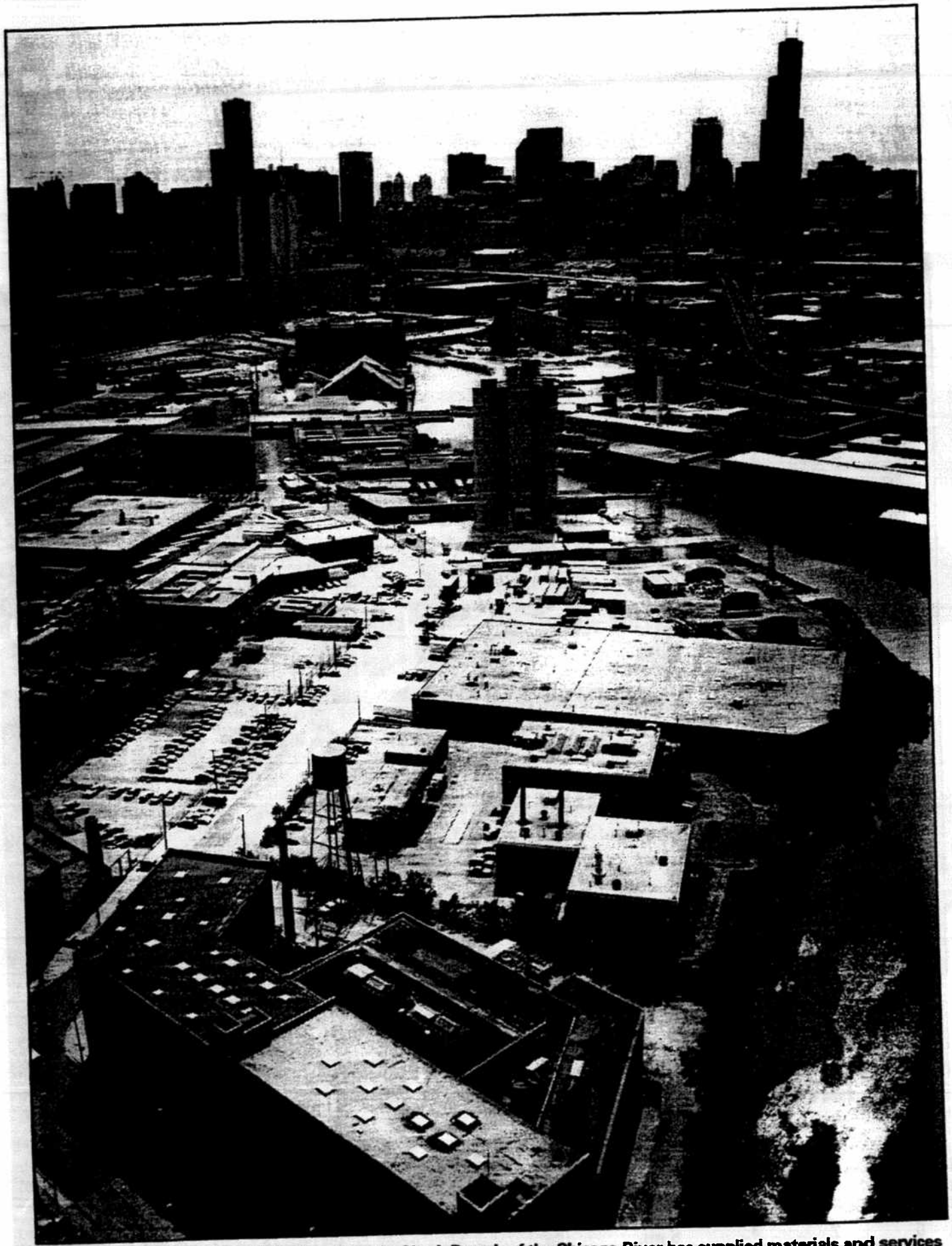
The North Side is also well served by public transportation. The CTA's Ravenswood and O'Hare Rapid Transit Lines traverse the area, providing access to industrial jobs for workers throughout Chicago. Additionally, Metra's North, Northwest and Milwaukee Lines serve portions of the North Side.

Although the importance of rail and barge transportation has diminished over the years, a number of industrial firms remain dependent on these transportation modes. The North Branch Corridor, in particular, can accommodate industrial firms that utilize river and rail transportation ⊡

North Side Industrial Corridors

FIGURE 1

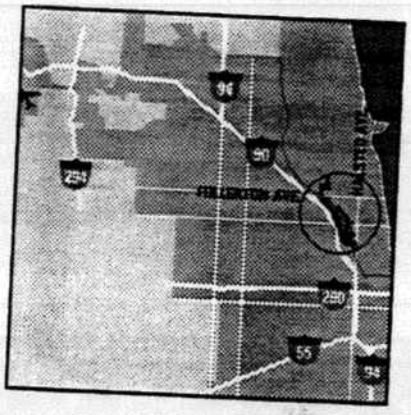




Industry along the North Branch of the Chicago River has supplied materials and services critical to the growth of Chicago's central business district for over 150 years.

North Branch Industrial Corridor

THE NORTH BRANCH INDUSTRIAL CORRIDOR consists of 566 acres of land zoned primarily for manufacturing on the near northwest side of the city. The corridor lies along the east and west banks of the Chicago River, and stretches from Chicago Avenue on the south to Wellington Avenue on the north. The boundaries of the North Branch Industrial Corridor are shown in Figure 4.

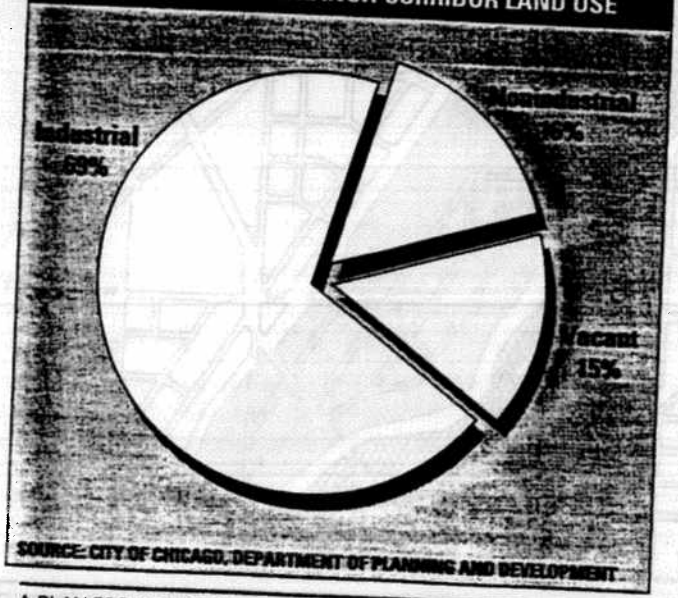


The North Branch Corridor is the oldest, largest and most diverse industrial corridor on the North Side. Proximity to the central business district is an amenity for a number of Corridor companies with Loop customers and suppliers. However, because it is near downtown and the revitalized neighborhoods of the near North Side, parts of the North Branch Corridor have experienced land-use pressures from nonindustrial redevelopment in recent years. Multi-story loft buildings that were once home to breweries, tanneries and printing operations have been particularly attractive candidates for conversion to commercial and residential uses.

Industrial Land Use

Large industrial plants began to cluster along the North Branch of the Chicago River in the 1880s. Archibald Clybourne's slaughterhouse and the North Chicago Rolling Mill were among the first large employers in the area. Industrial development along the North Branch paralleled influxes of immigrant workers to the area and continued through World War I. By the Second World War, rendering plants, cement companies and other heavy industry had become the dominant activity in the area, served by excellent river, rail, and, later, expressway access.

FIGURE 2: NORTH BRANCH CORRIDOR LAND USE



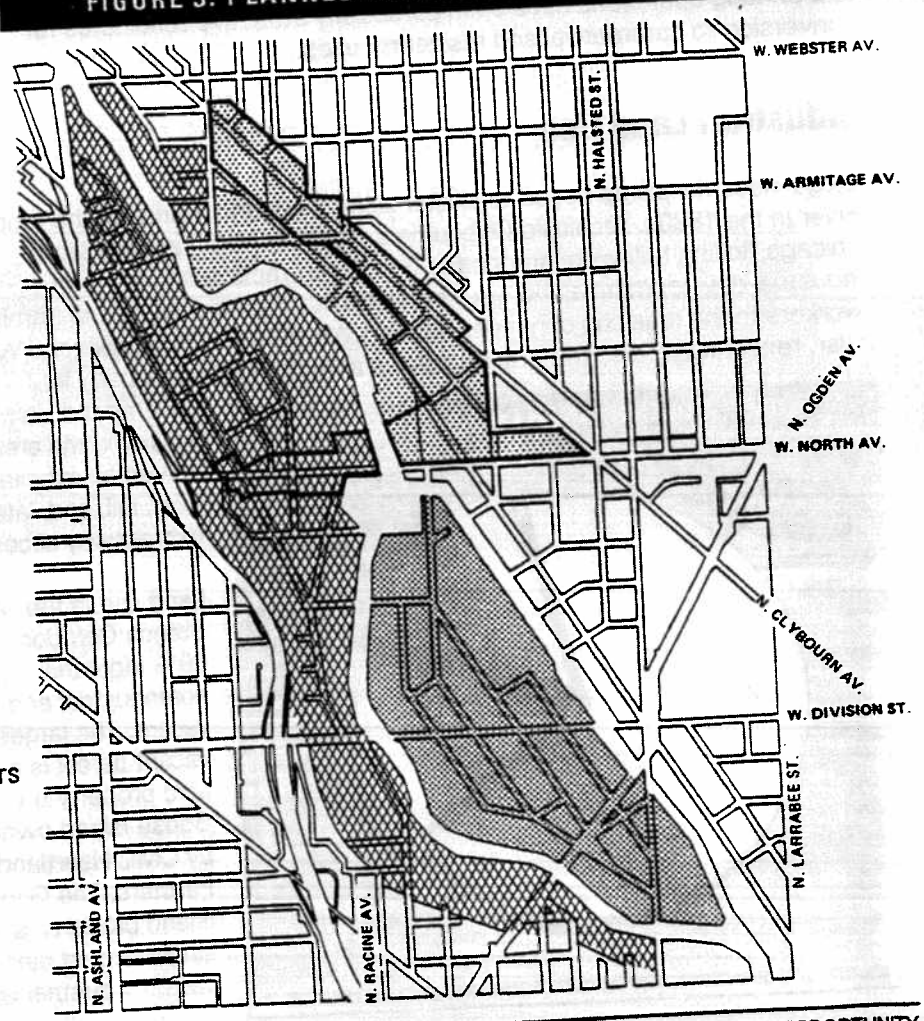
Land use in the North Branch Corridor is 69% industrial, 16% nonindustrial and 15% vacant. The largest vacant parcel is a 25-acre property on Goose Island owned by CMC Heartland Partners. The Goose Island property is the single largest piece of vacant industrial land

on the North Side of the city. Although an industrial park was proposed for the site in the mid-1980s, the land remains marginally utilized.

The North Branch Industrial Corridor includes Chicago's three Planned Manufacturing Districts (PMDs): Clybourn Corridor, Elston Corridor and Goose Island. The PMDs lie adjacent to each other along the North Branch of the Chicago River between Chicago Avenue and Webster Street, as shown in figure 3. Planned Manufacturing Districts limit permitted land uses to industrial and nonindustial activities that are compatible with an industrial environment, and establish more stringent requirements for zoning changes. These special districts were designated by the City Council between 1988 and 1990 to reduce land-use conflicts in and around the industrial areas of the near North Side.

The Elston and Clybourn Corridor PMDs both contain subdistricts in which nonindustrial uses are permitted under certain conditions. The North Avenue subdistrict of the Elston Corridor PMD allows commercial uses normally permitted in an M1-3 zone. A buffer zone in the Clybourn Corridor PMD allows a limited range of business and commercial uses only as special uses and separates the heavy manufacturing area along the river from the residential community to the east.

FIGURE 3: PLANNED MANUFACTURING DISTRICTS



Two areas account for all non-PMD land in the North Branch Corridor. Island PMD.

The area north of Armitage and west of Ashland along Elston Avenue is characterized by a number of distribution-oriented firms that enjoy easy access to Elston Avenue and the Kennedy Expressway. This area constitutes a transition zone between the commercial intersection of Damen, Elston and Fullerton to the north and the Elston Corridor PMD to the south.

The area east of the river and north of Webster Avenue is anchored by the Medill incinerator south of Fullerton and west of Ashland and by clusters of industrial firms along Clybourn and Paulina north of Wrightwood Avenue.

Industrial Infrastructure

The Kennedy Expressway (I-90/94), bordering the North Branch Corridor to the west, provides access to O'Hare Airport, the Loop and the rest of the expressway system. Division, Armitage and North Avenue each have full interchanges at the expressway.

Kingsbury and Elston Avenues are the major industrial thoroughfares serving companies on the east and west sides of the Corridor, respectively. A number of Goose Island companies utilize North Branch Street as a connector to Division and Halsted, which provide access to and egress from the Island.

Public capital improvement dollars spent or allocated in the North Branch Corridor between 1983 and 1993 have totalled $32.7 million. Large projects have included the reconstruction of North Branch Street, the reconstruction of Kingsbury Street and numerous roadway, signalization and viaduct improvements along Elston Avenue. The Elston Avenue improvements have been completed to provide an alternate truck route during reconstruction of the Kennedy Expressway.

A number of planned projects designed to enhance transportation access in the North Branch Corridor are already funded in the City's Capital Improvement Program. These improvements include the following:

- Halsted Street bridge (at river) reconstruction
- Dominick Street reconstruction from Webster to McClean, including: Dickens, Dominick to Southport; McClean, Dominick to Southport; Shakespeare, Dominick to Southport
- Mendell Street Reconstruction from Cortland to Ashland, including: McClean, Elston to Mendell Armitage; Elston to Mendell Homer; Elston to Mendell
- Cherry Avenue reconstruction from Bliss to Division
- Bliss Street reconstruction from Hickory to North Branch

The Soo Line Railroad serves companies in the Clybourn Corridor area via tracks running down the middle of Kingsbury Street. An additional line crossing the North Branch Canal at North Avenue

Public investment in the North Branch Corridor has enhanced both road and rail access, as is shown above during the reconstruction of North Branch Street.

- Bliss Street reconstruction from Hickory to North Branch

The Soo Line Railroad serves companies in the Clybourn Corridor area via tracks running down the middle of Kingsbury Street. An additional line crossing the North Branch Canal at North Avenue serves Goose Island firms. The elevated Chicago and North Western Railroad represents much of the North Branch Corridor's western boundary and provides rail service to Elston Avenue area companies. Rapid transit service is available on the CTA's Howard line, with a stop at Clybourn and North Avenue. CTA buses operate along most major thoroughfares in the Corridor. Metra provides commuter rail transportation via its Chicago and North Western Northwest Line stop at Clybourn and Ashland Avenue.

The Chicago River's North Branch constitutes the spine of the North Branch Corridor. A number of North Branch companies, including Akzo Salt, Material Service, Dundee Cement, Morton Salt and Cometco depend on river transportation as an essential element of their operations.

Industrial Base

The North Branch Industrial Corridor is home to 164 industrial firms employing 9,027 employees. Large employers are found throughout the length of the Corridor. Cotter and Company, a hardware supplier, anchors the northern edge of the Corridor with 900 employees. A. Finkl & Sons Specialty Steel is located in the heart of the Corridor with 450 workers, while Chicago Paperboard Corporation and Material Service Corporation are located near the Corridor's southern boundary at Chicago Avenue and the river. Other large companies include General Iron Industries, Lakin General Corporation, The Chicago Fish House, Charles Levy Circulating and Sipi Metals.

The North Branch Corridor is unique among North Side industrial areas in regard to its size and diversity of industrial activities. Twenty-seven industrial sectors are represented in the North Branch Corridor, none of which alone represents more than 15% of Corridor employment.

The largest industrial sectors in the North Branch Corridor in terms of number of firms are fabricated metal products (14 firms), primary metal industries (11 firms) and wholesale trade of non-durable goods (11 firms). In terms of employment, wholesale trade of durable goods accounts for 15% of the Corridor total, while printing & publishing and primary metal products each comprise 8% of the Corridor's workforce.

Recommendations

Industrial Development Opportunities

Division and Hickory: a 25-acre parcel in the northeast quadrant of Goose Island. This site was fomerly a railyard and is now largely

FIGURE 5: NORTH BRANCH CORRIDOR PREDOMINANT INDUSTRIES BY NUMBER OF FIRMS

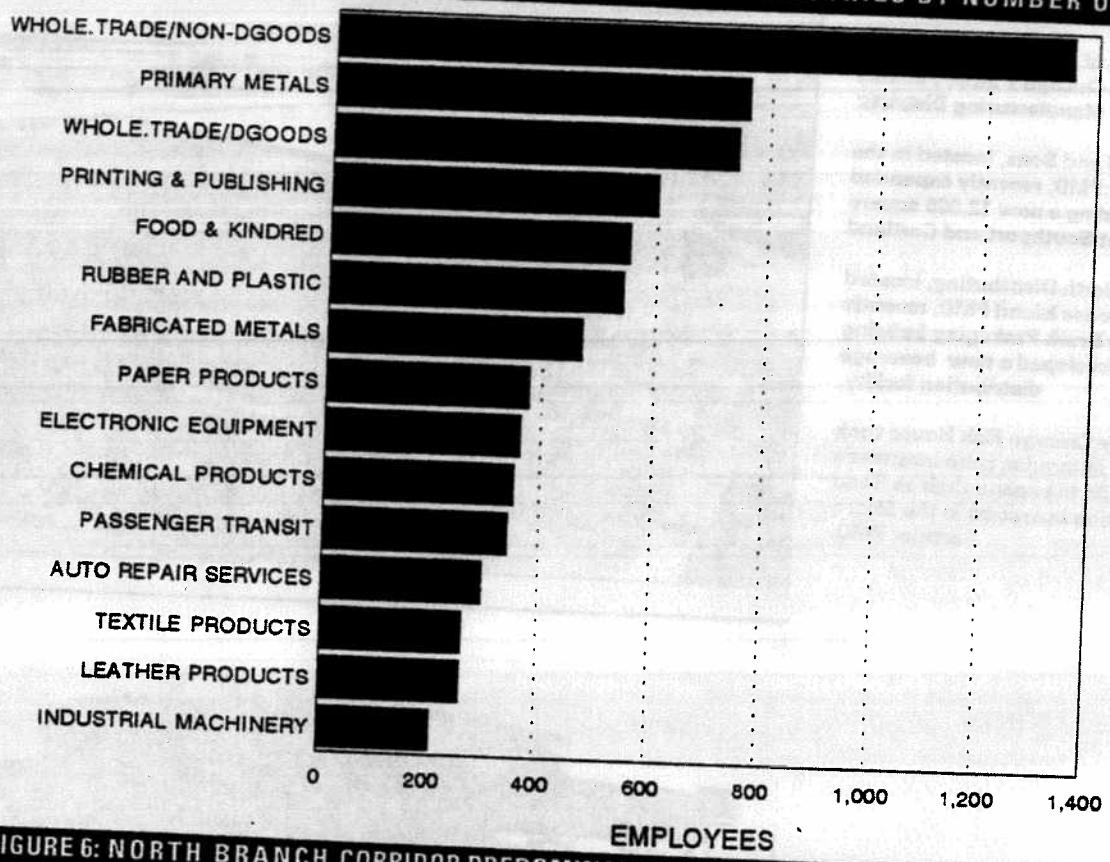
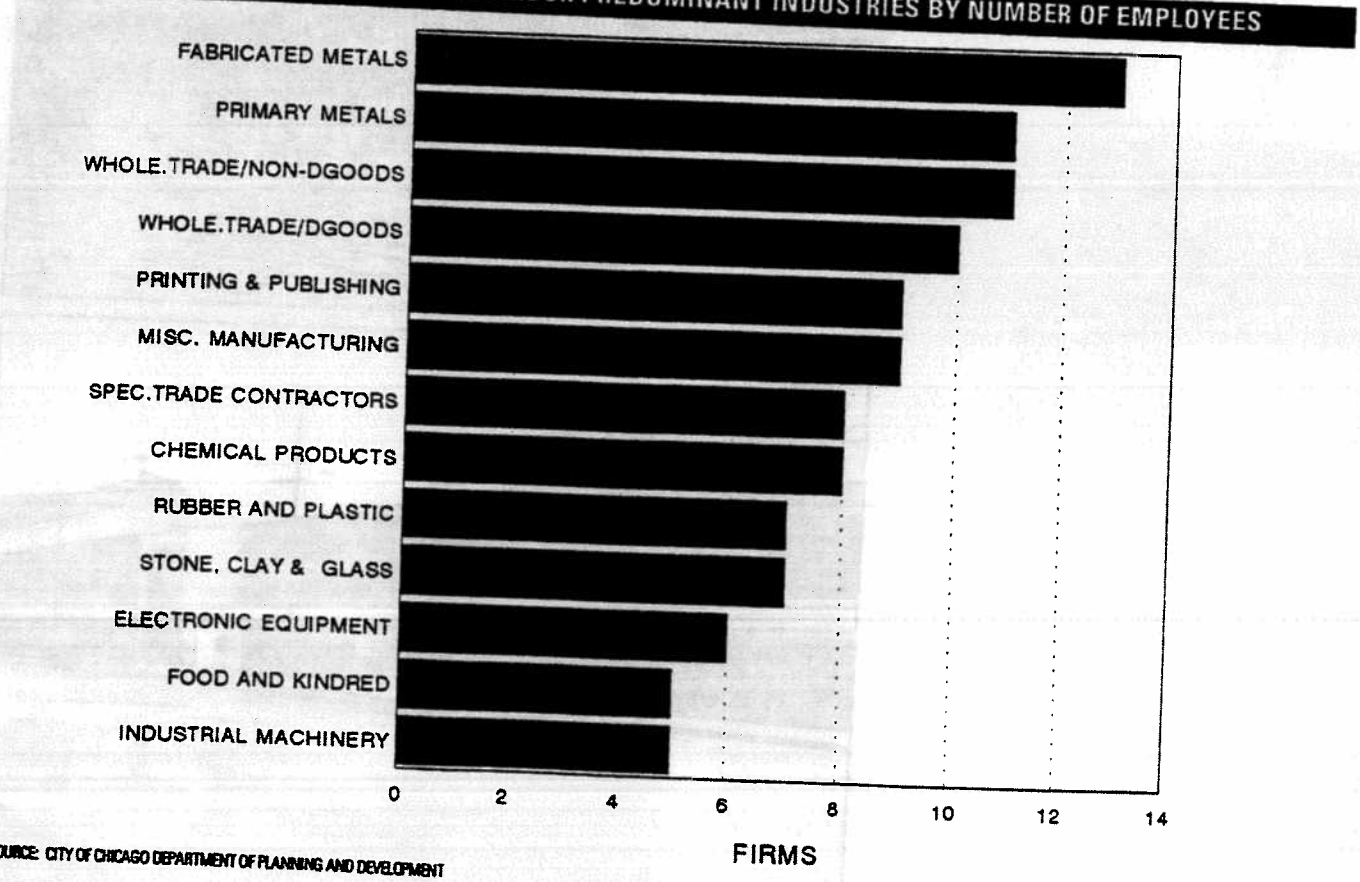


FIGURE 6: NORTH BRANCH CORRIDOR PREDOMINANT INDUSTRIES BY NUMBER OF EMPLOYEES



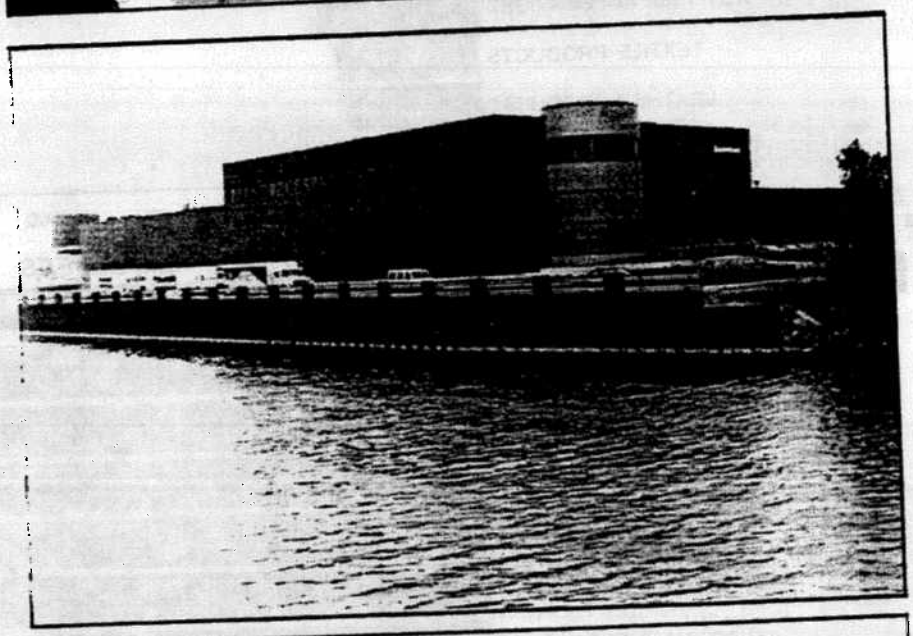
SOURCE: CITY OF CHICAGO DEPARTMENT OF PLANNING AND DEVELOPMENT

Examples of industrial investment in Chicago's three Planned Manufacturing Districts:

(Top) A. Finkl and Sons, located in the Clybourn Corridor PMD, recently expanded capacity by adding a new 12,000 square foot building at Southport and Cortland

(Center) River North Distributing, located in the Goose Island PMD, recently demolished the Druth Packaging building and developed a new beverage distribution facility.

(Bottom) The Chicago Fish House took advantage of enterprise zone incentives (see Appendix III) to expand their seafood distribution operation in the Elston Corridor PMD.



parking lot on the south side of North Avenue. This highly visible site is located just 4 blocks from the Kennedy Expressway.

Infrastructure-Recommended for Future Funding

Intersections

Provide signalization at the intersection of North Branch Street and Halsted Street to improve north-south traffic flow on Goose Island.

Streets

Reconstruct Paulina from Wrightwood to Wellington to enhance north-south flow of industrial traffic.

Reconstruct Magnolia Avenue between Elston and North to improve access to area companies.

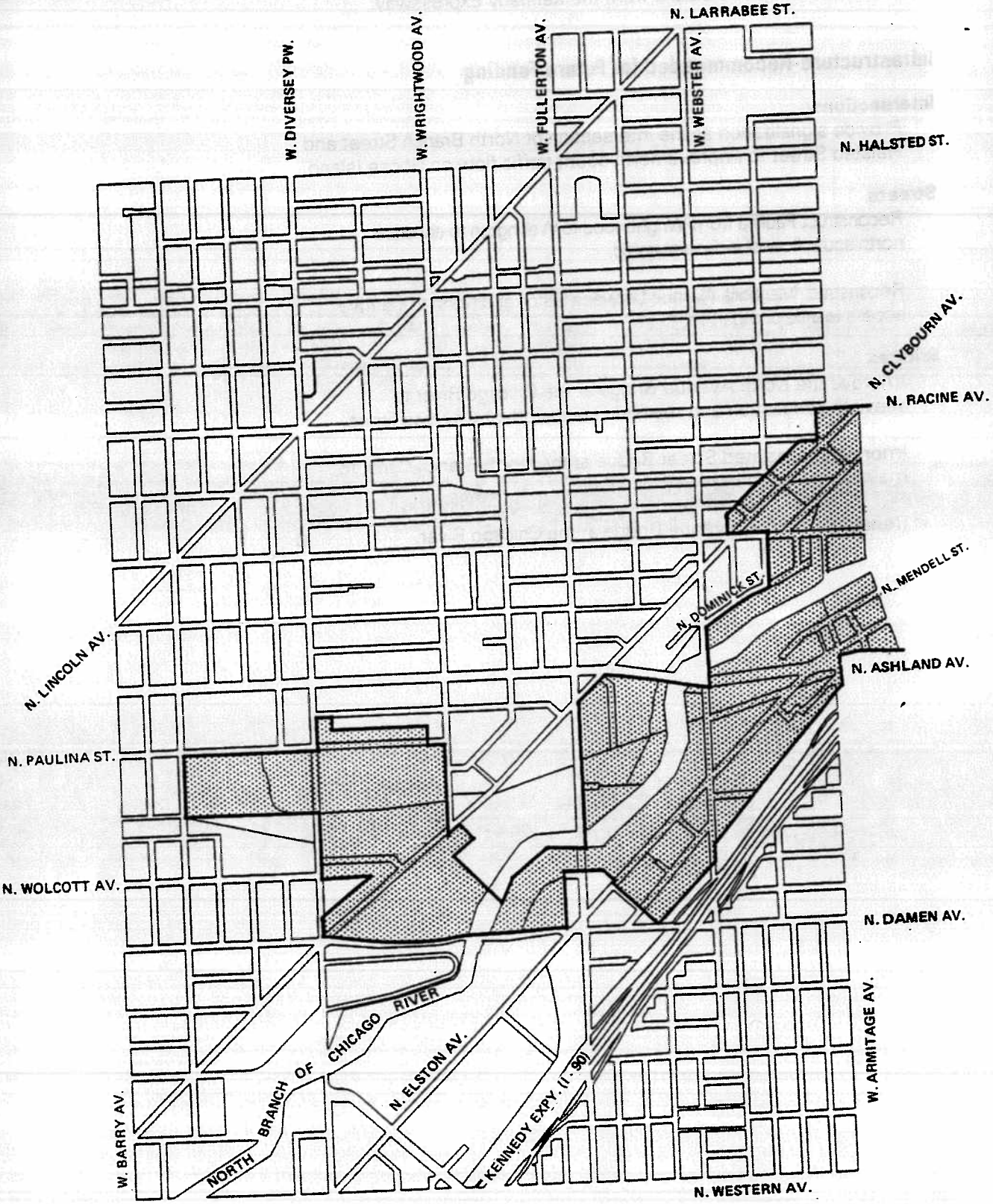
Bridges

Improve the North Avenue Bridge at the Chicago River to alleviate congestion and maintain standard highway load limits.

Improve the Halsted Street Bridge at the North Branch Canal to maintain standard highway load limits.

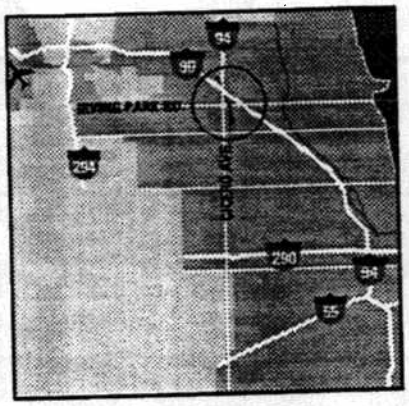
Rehab the Damen Avenue Bridge at the Chicago River. ⊡

FIGURE 4: NORTH BRANCH CORRIDOR



N. LARRABEE ST.
N. CLYBOURN AV.
N. OGDEN AV.
N. KINGSBURY ST.
N. HALSTED ST.
W. ERIE ST.
N. HICKORY AV.
N. CHERRY AV.
NORTH BRANCH CANAL
N. BRANCH ST.
NORTH BRANCH OF CHICAGO RIVER
N. MAGNOLIA AV.
N. ELSTON AV.
W. CHICAGO AV.
KENNEDY EXPY. (I - 90)
N. ASHLAND AV.
W. DIVISION ST.
N. DAMEN AV.
W. NORTH AV.
W. ARMITAGE AV.
N. MILWAUKEE AV.
MAPPING and GRAPHICS SYSTEM
600 0 600 1200
SCALE IN FEET
LEGEND
Industrial Corridor
Industrial Development Opportunity
Proposed Intersection Improvements
Proposed Street Improvement

Knox Industrial Corridor



THE KNOX INDUSTRIAL CORRIDOR consists of 66 acres zoned primarily for industrial use. The corridor lies within the area bounded by Lawrence Avenue on the North, Kostner Avenue on the east, School Street on the south and Lavergne Avenue on the west. The boundaries of the Knox Industrial Corridor are shown in Figure 8.

The Knox Corridor is actually a collection of five smaller pockets of industrial development. Despite the density and traffic volumes of the surrounding community, most Knox Corridor firms utilize largely uncongested internal access streets serving industrial companies almost exclusively.

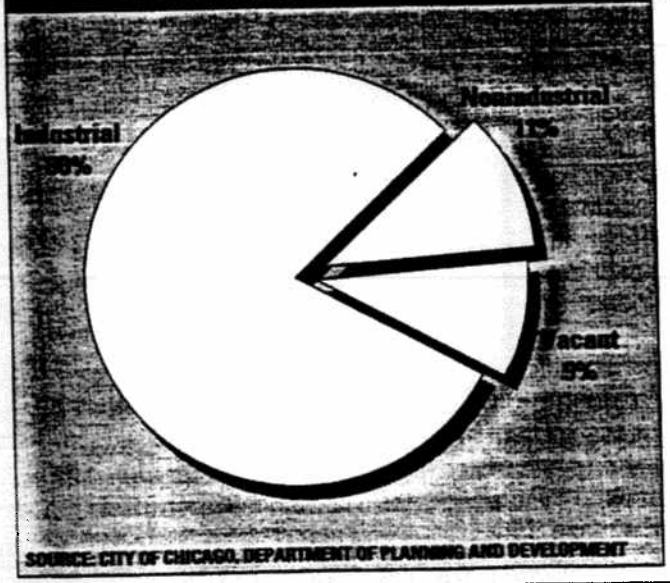
Industrial Land Use

Industrial development in the Knox Avenue area was spurred by the completion of the Galena and Chicago Union Railroad freight line in 1889. Together with the Chicago, Milwaukee, St. Paul & Pacific Railroad, completed shortly afterward, rail access brought to the area wheat from the west and lumber and minerals from the north. Knox Corridor firms have since become independent of rail transportation.

Land use in the Knox Avenue Corridor is 80% industrial, 11% nonindustrial and 9% vacant. The Corridor's five industrial subareas are separated by criss-crossing railroad embankments and the Kennedy Expressway.

The area south of Addison Avenue is characterized by long and narrow one-story buildings built in the 1940s and 1950s and now occupied by multiple industrial tenants. This area is bordered on the east by an elevated railroad embankment and is separated from the adjacent neighborhood by an alley on the west.

FIGURE 7: KNOX CORRIDOR LAND USE



The rest of the Corridor is characterized generally by larger buildings. East of the Chicago and North Western's Milwaukee District Line and north of Berteau Street is an area roughly triangular in shape that is home to the Knox Corridor's

View looking north along Knox Avenue from Roscoe Street.

only substantial piece of vacant land, a 6-acre former railyard. The remaining three pockets of industrial development west of the tracks and north of Addison are all actively industrial with internal access streets systems.

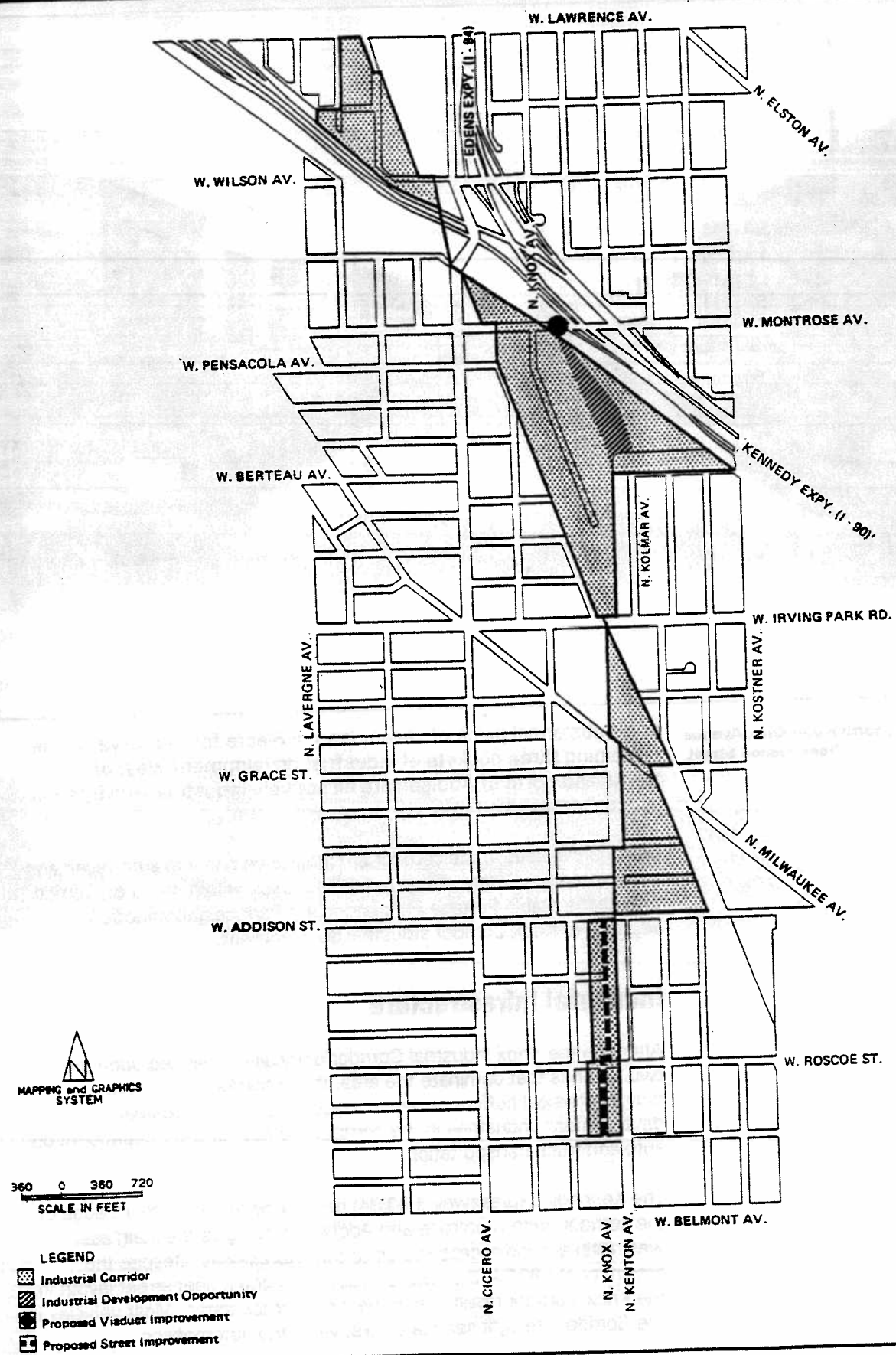
Commercial uses in the corridor are limited primarily to auto repair and service centers. There are no residential uses within the Knox Corridor, though the stable Portage Park and Irving Park neighborhoods lie adjacent to Knox Corridor industrial development.

Industrial Infrastructure

Although the Knox Industrial Corridor originally depended upon the two rail lines that dominate the area, those tracks today serve only as physical buffers between industrial and nonindustrial development. Industries in the corridor are now entirely dependent on auto and truck transportation.

The Kennedy Expressway (I-90/94) runs close to the northern edge of the corridor, with Montrose and Addison serving as the main east-west arterials and access routes to the expressway. Despite the proximity of I-90/94, the nature of activities and a tight street layout in the Knox Corridor result in minimal heavy truck traffic. Most vehicles in the Corridor are light service trucks, vans and automobiles.

FIGURE 8: KNOX CORRIDOR



Houston Foods, located adjacent to the Kennedy Expressway at Montrose, distributes food gift packages to retail outlets.

the Corridor are light service trucks, vans and automobiles. Public capital improvement dollars spent or allocated in or near the Knox Corridor totalled $4.8 million between 1983 and 1993. Improvements to Cicero Avenue from Lawrence to Belmont account for much of this funding. Also part of recent public investment was the widening and resurfacing of Knox Avenue south of Montrose, providing an excellent spine of internal access to this portion of the Corridor. Curb, gutter, sidewalk and electrical repairs were part of this extensive project.

The viaduct at 4600 West Irving Park is scheduled for improvement to at least 14 foot clearances to improve access to the Kennedy Expressway and east-west mobility in the area. Additionally, Knox Avenue from School Street to Addison Avenue wil be reconstructed.

Rapid rail transportation is provided by the CTA's Congress/O'Hare rapid transit line, with stops at Irving Park and Montrose. CTA bus routes in the area include Addison, Irving Park, Montrose, Milwaukee and Cicero. Commuter rail is available on Metra's Chicago and North Western Northwest Line and Milwaukee Road North Line with commuter stations at Grayland, Irving Park and Mayfair.

Industrial Base

The Knox Industrial Corridor consists of 36 firms employing 2,591 workers. The predominant industry group in the Knox Corridor by number of firms is industrial machinery and equipment (8 firms) followed by fabricated metal products (5 firms) and wholesale trade/non-durable goods (4 firms). By employment, predominant sectors include business services (14%) and fabricated metal products (10%).

South of Irving Park Road, the corridor is characterized by small employee-intensive industries. Here, fabricated metal products (5 firms) and industrial machinery (4 firms) are most common. The prominent industry type north of Irving Park Road is wholesale trade/non-durable goods (4 firms), primarily food distributors.

Recommendations

Industrial Development Opportunities

Kolmar and Berteau: a 6.2-acre former railyard. The property lies adjacent to both the Chicago and North Western Railroad and the Kennedy Expressway. Key to the industrial redevelopment of the site is improved access from the Kennedy Expressway, separation of industrial traffic from the adjacent community, and better integration with adjacent industrial properties.

FIGURE 9: KNOX CORRIDOR PREDOMINANT INDUSTRIES BY NUMBER OF FIRMS

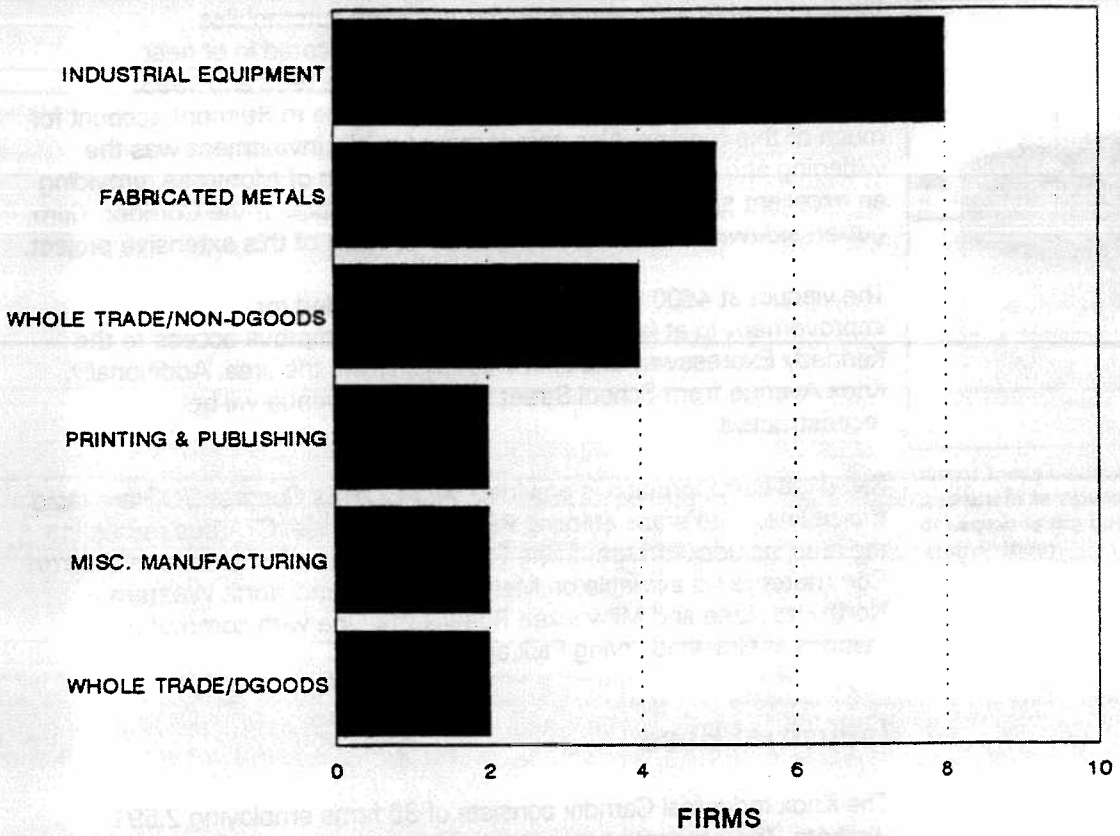
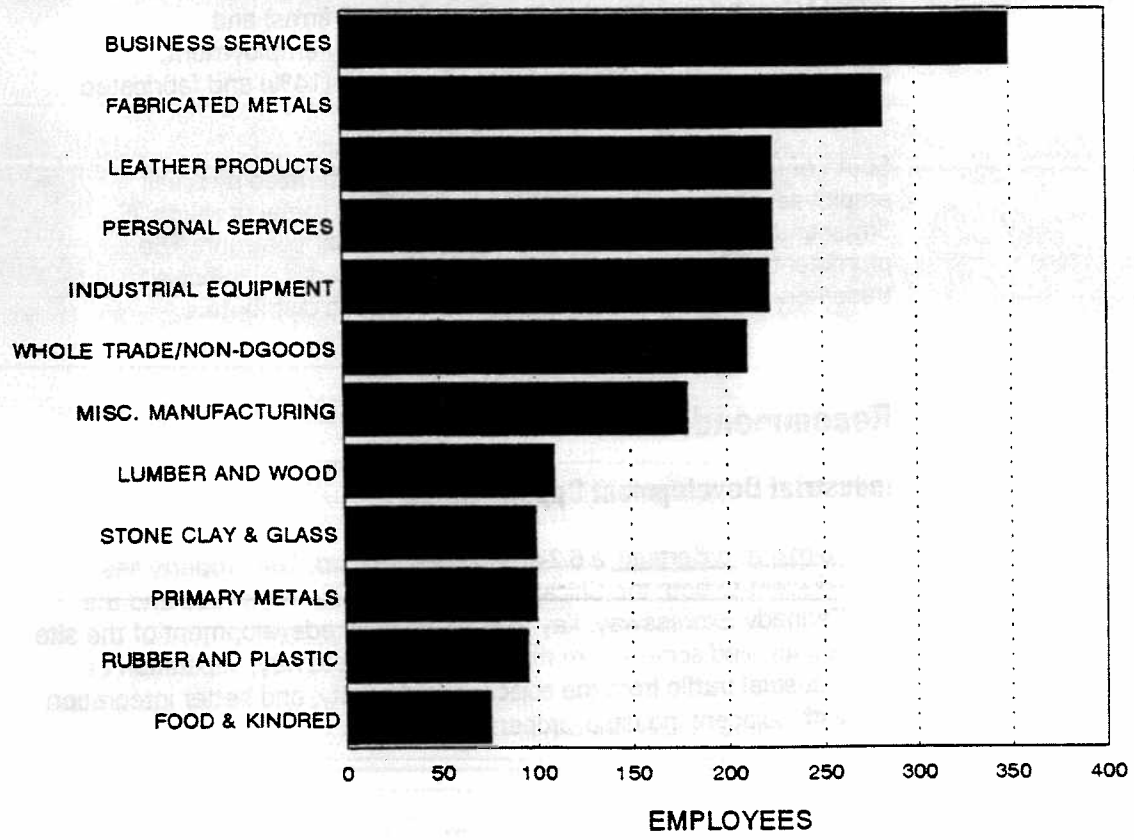


FIGURE 10: KNOX CORRIDOR PREDOMINANT INDUSTRIES BY NUMBER OF EMPLOYEES



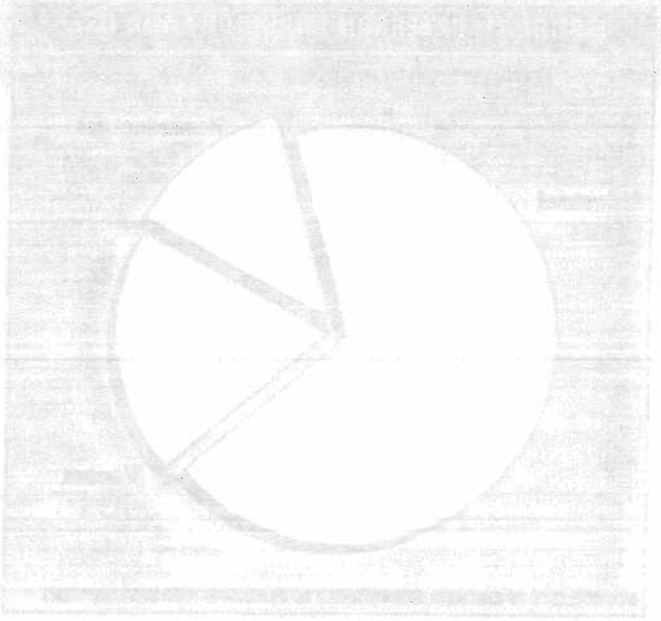
SOURCE: CITY OF CHICAGO DEPARTMENT OF PLANNING AND DEVELOPMENT

Infrastructure-Recommended for Future Funding

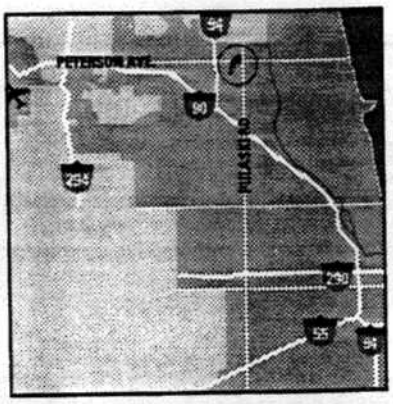
Viaducts

Increase the vertical clearance on Montrose just east of Knox Avenue from its current 13'4" to provide better access to the Kennedy Expressway.

Increase the vertical clearance on Montrose just west of Knox Avenue from its current 13'5" to improve east-west mobility along Montrose.



Peterson Industrial Corridor



THE PETERSON INDUSTRIAL CORRIDOR consists of 104 acres of land zoned primarily for manufacturing within the area bounded by Peterson Avenue on the north, Pulaski Road on the east, Bryn Mawr Avenue on the south and Rogers Avenue on the west. The boundaries of the Peterson Industrial Corridor are shown in Figure 12.

The Peterson Corridor is one of the most modern and well-maintained industrial areas in the City. It provides an attractive and stable environment for companies seeking suburban-like industrial park space.

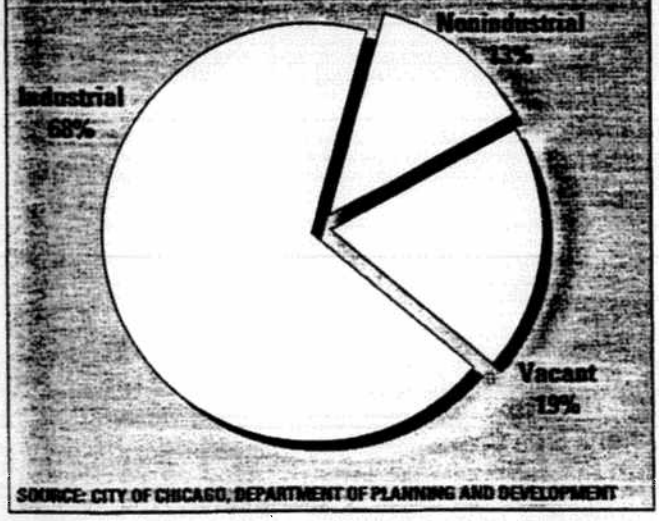
Industrial Land Use

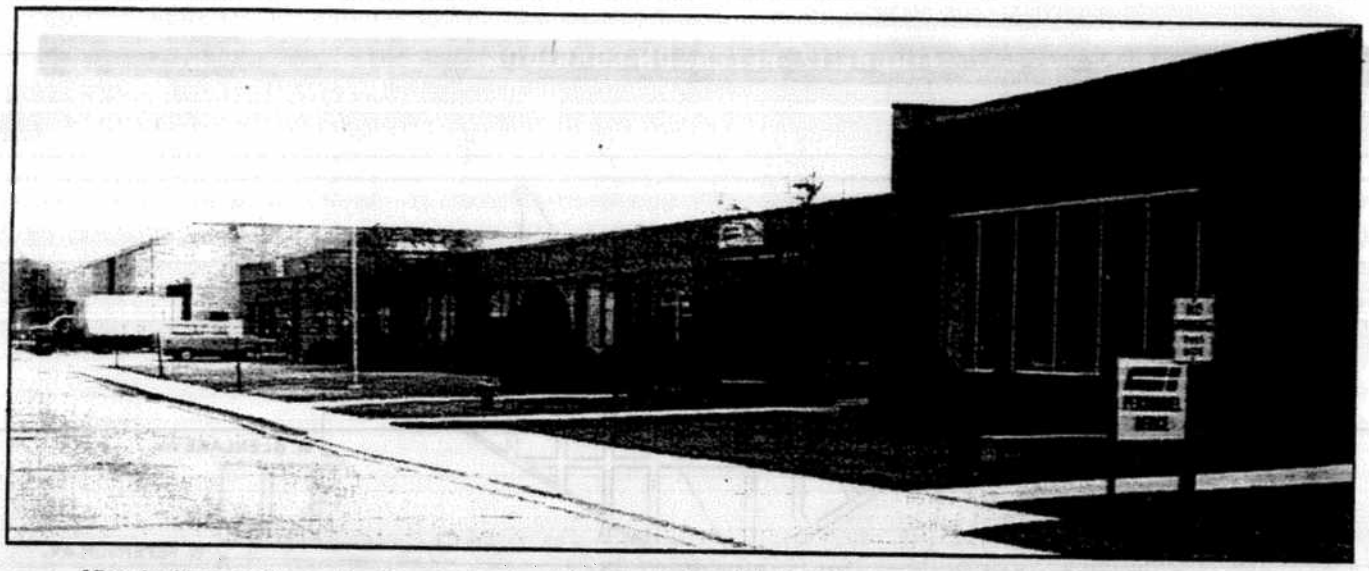
The area was named the Peterson Industrial District as early as the 1930s, when industrial development first occurred. It was not until after 1940 that plant expansions and new industrial development grew into what is today the Peterson Industrial Corridor.

Land use in the corridor is 68% industrial, 13% nonidustrial, and 19% vacant. Much of the vacant land is contained in one 17-acre parcel south of Bryn Mawr, site of the proposed Sauganash Business Park. Just north of the Sauganash development is another vacant parcel of just over 3 acres. Commercial uses in the Peterson Corridor are limited to scattered trucking and auto service centers. Kaes College, located on Rogers Avenue, is the only institutional use.

The Corridor is bounded on the west by Rogers Avenue and the Chicago and North Western tracks, which separate the Corridor's industrial development from the adjacent neighborhood. Immediately east of the Corridor is North Park Village, while Montrose Cemetery is located to the south. Peterson Avenue on the north separates the Corridor from a smaller area of industrial development mixed with commercial and residential uses.

FIGURE 11: PETERSON CORRIDOR LAND USE





View looking south on Tripp Street. Building setbacks and landscaping lend an attractive and modern appearance to the Peterson Corridor.

The Peterson Industrial Corridor is compact and nearly square in shape. The Corridor is roughly divided into two subareas. The southern portion of the Corridor is focused inward, using the private streets of Victoria and Tripp for access. This internal access, along with landscaping and ample off-street parking convey an industrial park-like atmosphere. Around this subarea to the north, east and west is a semi-circle of industrial uses generally oriented outward toward Pulaski, Peterson and Rogers Avenues.

Industrial Infrastructure

Traffic from the Peterson Corridor uses Peterson Avenue for access to the Edens Expressway, and travels Pulaski Road to Irving Park Road for access to the Kennedy Expressway. Victoria and Tripp Streets, the primary access streets for the south and central portions of the Corridor, are privately owned and maintained. Public capital improvement dollars spent or allocated in the Peterson Corridor between 1983 and 1993 totaled $163,000. Most of this funding was used for periodic resurfacing of Pulaski Road and the Victoria/Pulaski traffic signalization project.

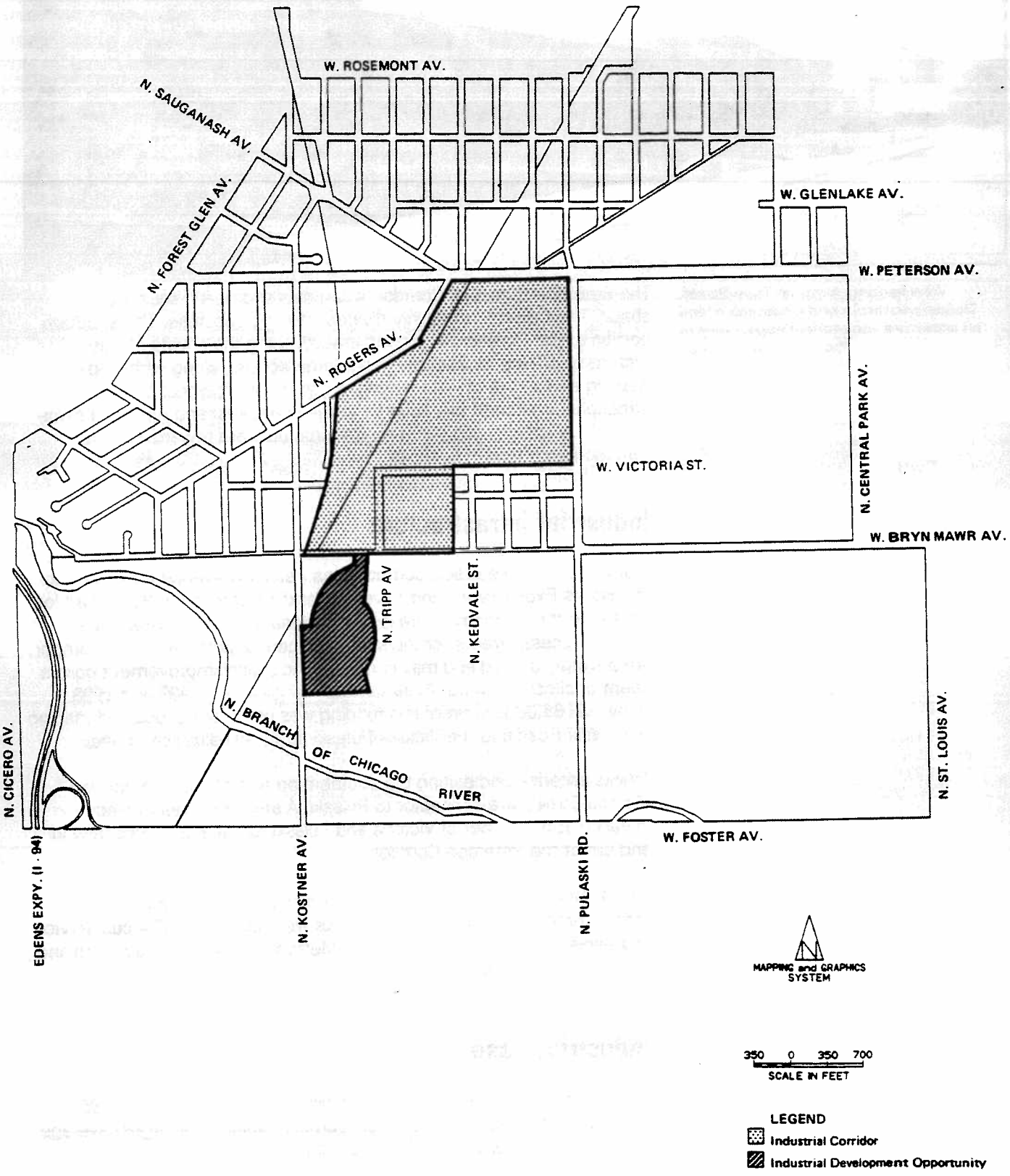
Trucks entering and exiting the southern portion of the Corridor use Victoria Street as a connector to Pulaski. A stop light was recently installed at the corner of Victoria and Pulaski to enhance traffic flow in and out of the Peterson Corridor.

Rapid transit service to the Corridor is limited. The nearest CTA stop is located at Montrose two blocks west of Cicero. CTA bus service is avilable on Pulaski and Peterson. Metra's Milwaukee Road north line stops at Forest Glen near Elston and Laramie.

Industrial Base

The Corridor is home to 22 firms employing 4,074 workers. At 185 employees per firm, the Peterson Corridor exhibits the largest average company size of any North Side Corridor.

FIGURE 12: PETERSON CORRIDOR



Commerce Clearing House's main Chicago location at 4025 W. Peterson. The company specializes in the printing of tax and business law reports and books.

Fabricated metal products is the largest industrial sector by number of firms (4) followed by printing and publishing (3) and industrial machinery (3). In terms of employment, predominant industrial sectors are instruments and related products (36%), printing and publishing (27%) and industrial machinery and equipment (20%).

Commerce Clearing House, with two locations in the Peterson Corridor, accounts for 750 employees in the printing and publishing sector. Other large employers include Beltone Electronics, a hearing aid manufacturer, and Richco Plastics, a manufacturer of plastic fasteners.

Recommendations

Industrial Development Opportunity

Bryn Mawr and Tripp: a 17-acre parcel south of Bryn Mawr. The City has granted zoning approval for the development of an industrial park on the site by the Alter Group. The property is entirely vacant and surrounded by the Montrose Cemetery. ⊡

FIGURE 13: PETERSON CORRIDOR PREDOMINANT INDUSTRIES BY NUMBER OF FIRMS

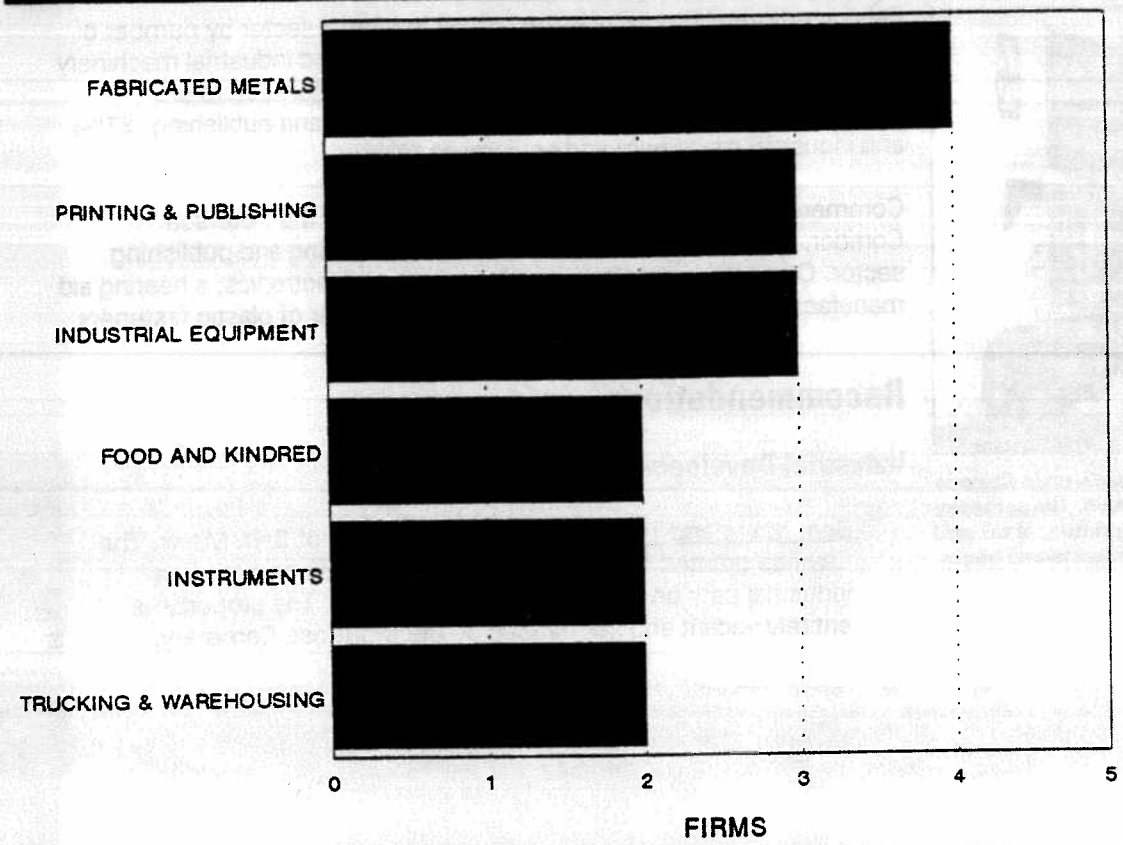
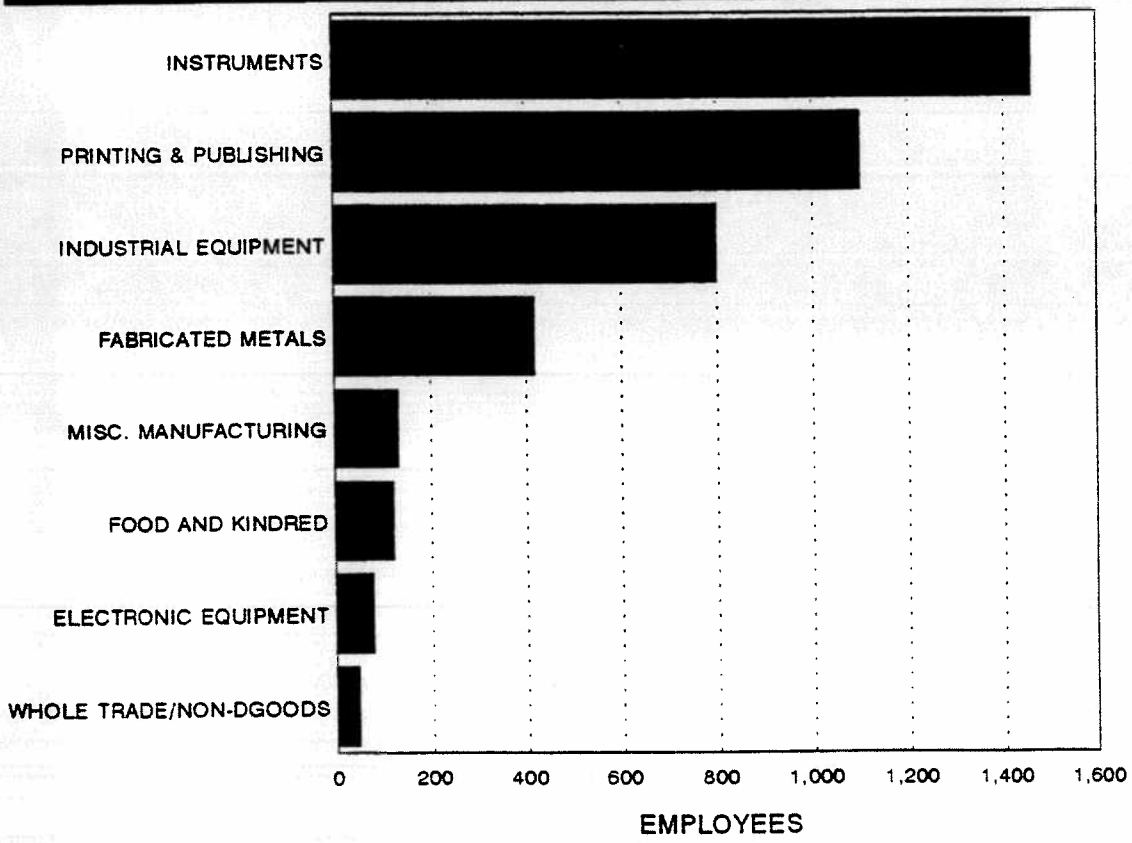


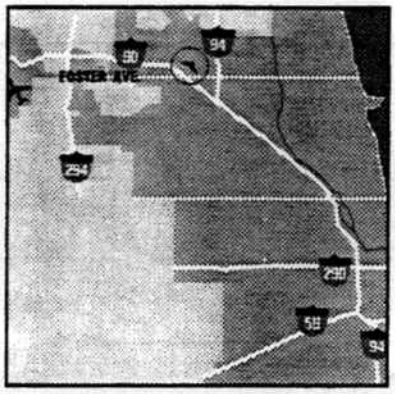
FIGURE 14: PETERSON CORRIDOR PREDOMINANT INDUSTRIES BY NUMBER OF EMPLOYEES



SOURCE: CITY OF CHICAGO DEPARTMENT OF PLANNING AND DEVELOPMENT

Elston/Armstrong Industrial Corridor

THE ELSTON/ARMSTRONG INDUSTRIAL CORRIDOR consists of 69 acres of land zoned primarily for manufacturing within the area bounded by Metra's Milwaukee District commuter rail line on the east, Elston Avenue on the southwest, and properties bordering Armstrong Avenue on the north. The boundaries of the Elston/Armstrong Corridor are shown in Figure 16.



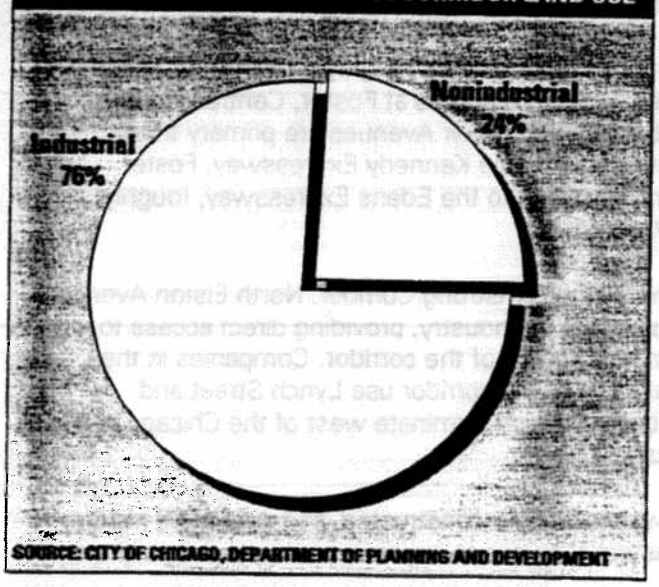
The Elston/Armstrong Corridor is generally characterized by modern, well-maintained buildings (built after 1950) with landscaped yards. Lot sizes are generally large enough for companies to provide ample off-street parking and loading facilities. Large parcels, modern structures and an interior street system create a positive atmosphere for industrial retention and development in the Elston/Armstrong Corridor.

Industrial Land Use

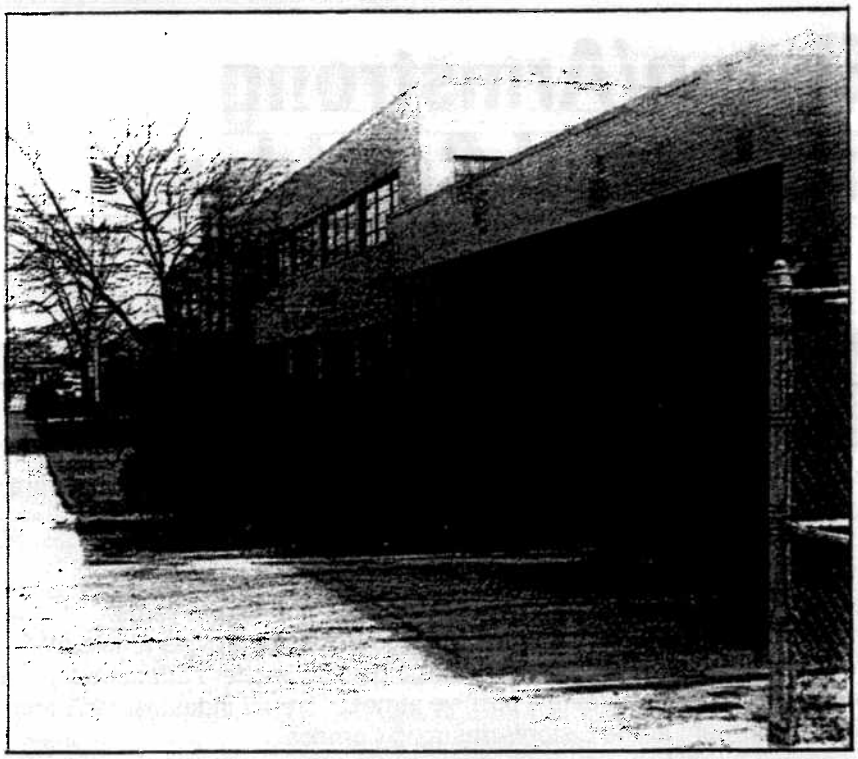
Industry in the Elston/Armstrong Corridor area first developed after 1930 following residential growth that accompanied the completion of the Milwaukee Avenue Streetcar line. Much of the industrial development in the Corridor was originally rail-dependent and involved in the shipment of grain.

Land use in the Elston/Armstrong Corridor is 76% industrial and 24% nonindustrial. Commercial uses in the corridor are scattered along Lynch Avenue and Elston Avenue on the west. Additionally, a small pocket of residential development exists in the center of the corridor as a legal nonconforming use. Publicly owned facilities include a CTA Bus Barn occupying 10 acres on Armstrong Avenue, and a State of Illinois motor vehicle facility on 6 acres south of Lynch Avenue.

FIGURE 15: ELSTON/ARMSTRONG CORRIDOR LAND USE



The Metra line on the eastern edge of the Corridor



The reconstruction of Armstrong Avenue will improve access to large companies such as Pyramid Northern Moldings and Armstrong Brothers Tool.

provides separation between industrial development and the Forest Glen Woods to the east. Elston Avenue on the southwest divides the Corridor from a mix of industrial, commercial and residential uses along Elston Avenue's western frontage.

Land use in the Elston/Armstrong Corridor can be split into two subareas. The area south of Lynch Avenue is characterized by large parcels facing Elston Avenue backing up to the railroad tracks. North of Lynch Avenue, scattered commercial uses front Elston Avenue, while large industrial companies occupy the interior of the block and utilize Armstrong Avenue and private driveways for access.

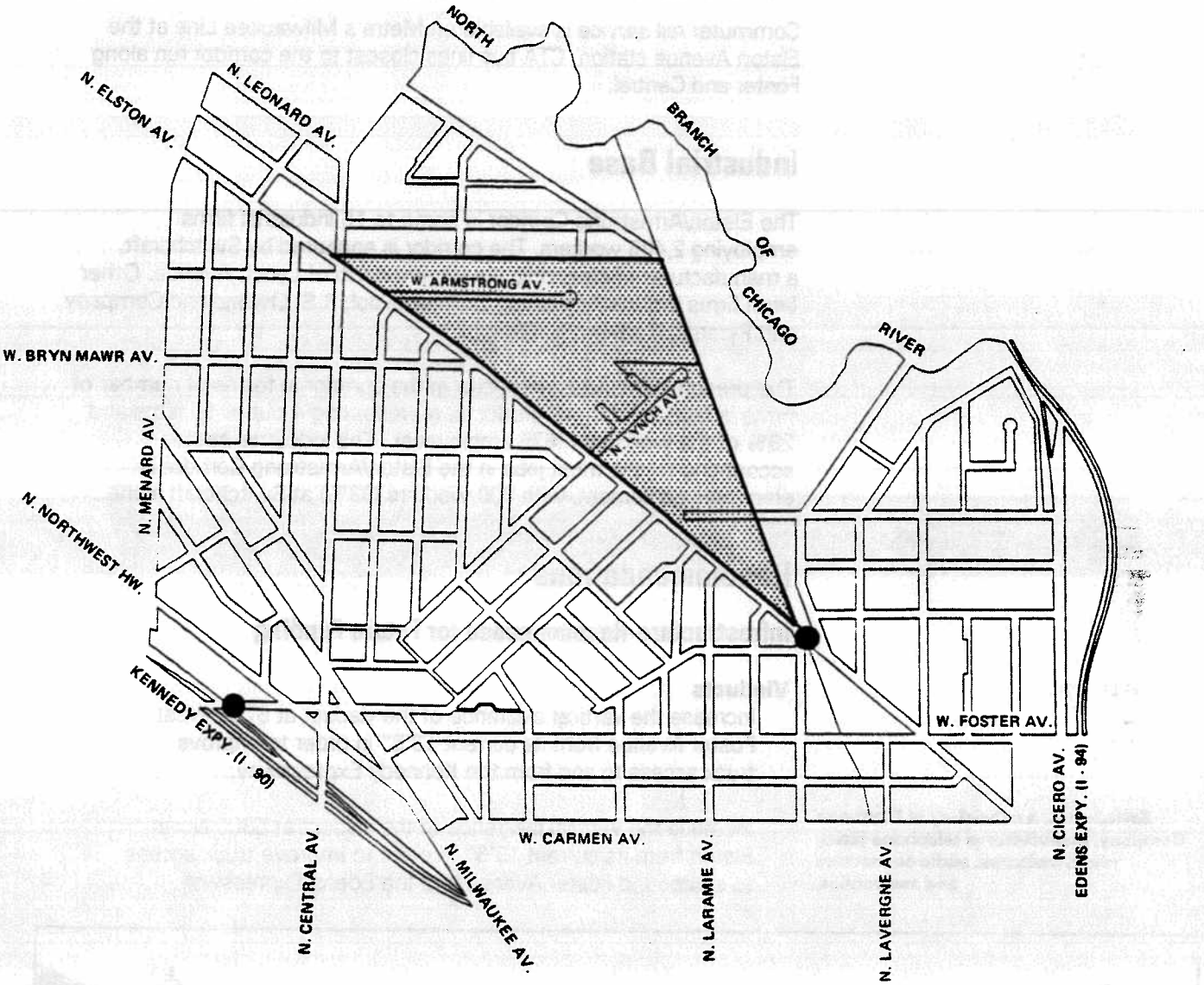
Industrial Infrastructure

The Elston/Armstrong Corridor is located roughly 6 blocks northeast of the Kennedy Expressway, with access at Foster, Central and Bryn Mawr Avenues. Foster and Bryn Mawr Avenues are primary truck routes, affording easy access to the Kennedy Expressway. Foster Avenue is also the primary route to the Edens Expressway, roughly 4 blocks east of the Corridor.

Within and around the Elston/Armstrong Corridor, North Elston Avenue is the primary through street for industry, providing direct access to properties in the southern portion of the corridor. Companies in the interior of the northern part of the corridor use Lynch Street and Armstrong Avenue, both of which terminate west of the Chicago and North Western tracks.

Armstrong Avenue was recently reconstructed, at a cost of $3 million, from Elston to its eastern terminus to improve access to the northern

FIGURE 16: ELSTON/ARMSTRONG CORRIDOR



portion of the corridor. The CTA's utilization of Armstrong is expected to decrease as a result of a planned reconfiguration of its bus facility operation.

Commuter rail service is available on Metra's Milwaukee Line at the Elston Avenue station. CTA bus lines closest to the corridor run along Foster and Central.

Industrial Base

The Elston/Armstrong Corridor is home to 15 industrial firms employing 2,435 workers. The corridor is anchored by Switchcraft, a manufacturer of electronic equipment north of Lynch Avenue. Other large firms include Armstrong Brothers Tool, R.S. Owens and Company and Pyramid Northern Moldings.

The predominant industrial sector in the corridor in terms of number of firms is fabricated metal products, representing 4 out of 15 firms and 28% of the workforce (675 employees). The industrial sector accounting for the most jobs in the Elston/Armstrong Corridor is electronic equipment, with 800 workers (33%) at Switchcraft alone.

Recommendations

Infrastructure-Recommended for Future Funding

Viaducts

Increase the vertical clearance of the viaduct at 5700 West Foster Avenue from its current 13'5" in order to improve truck access to and from the Kennedy Expressway.

Increase the vertical clearance of the viaduct at 5300 North Elston from its current 13'6" in order to improve truck access to eastbound Foster Avenue and the Edens Expressway. ⊡

Switchcraft, a subsidiary of Raytheon Company, manufactures telephone jacks, plugs, switches, audio connectors and assemblies.

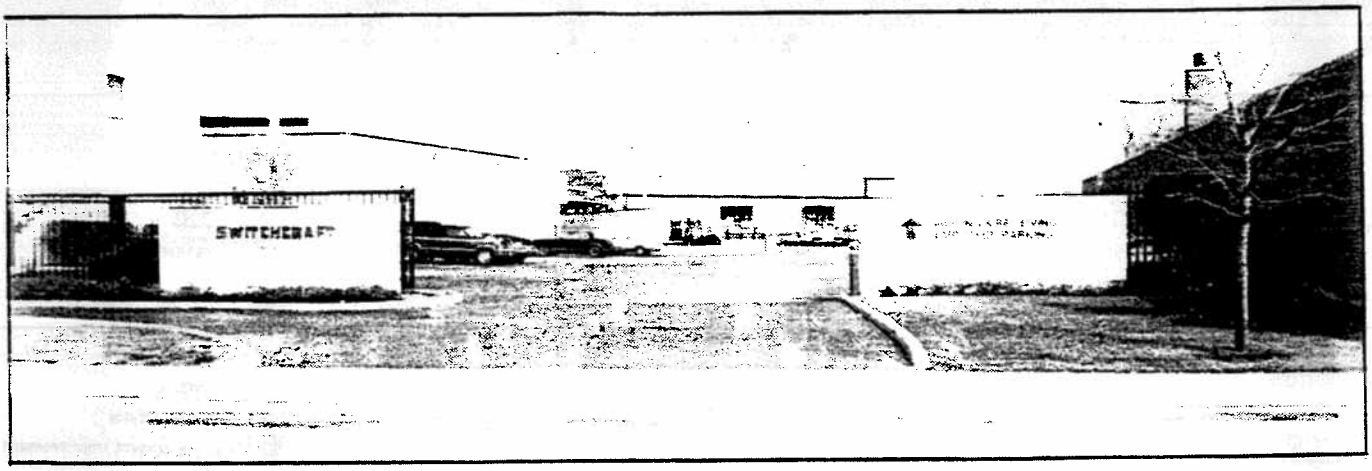


FIGURE 17: ELSTON/ARMSTRONG CORRIDOR PREDOMINANT INDUSTRIES BY NUMBER OF FIRMS

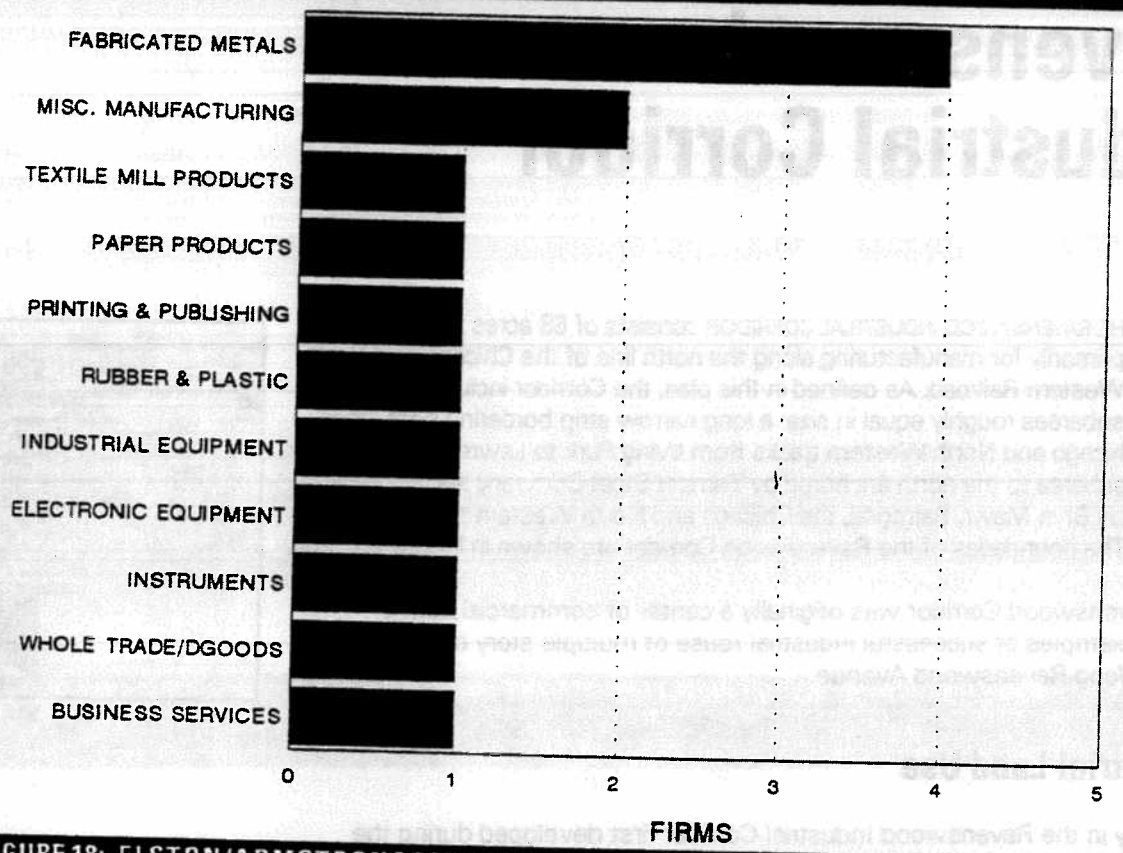
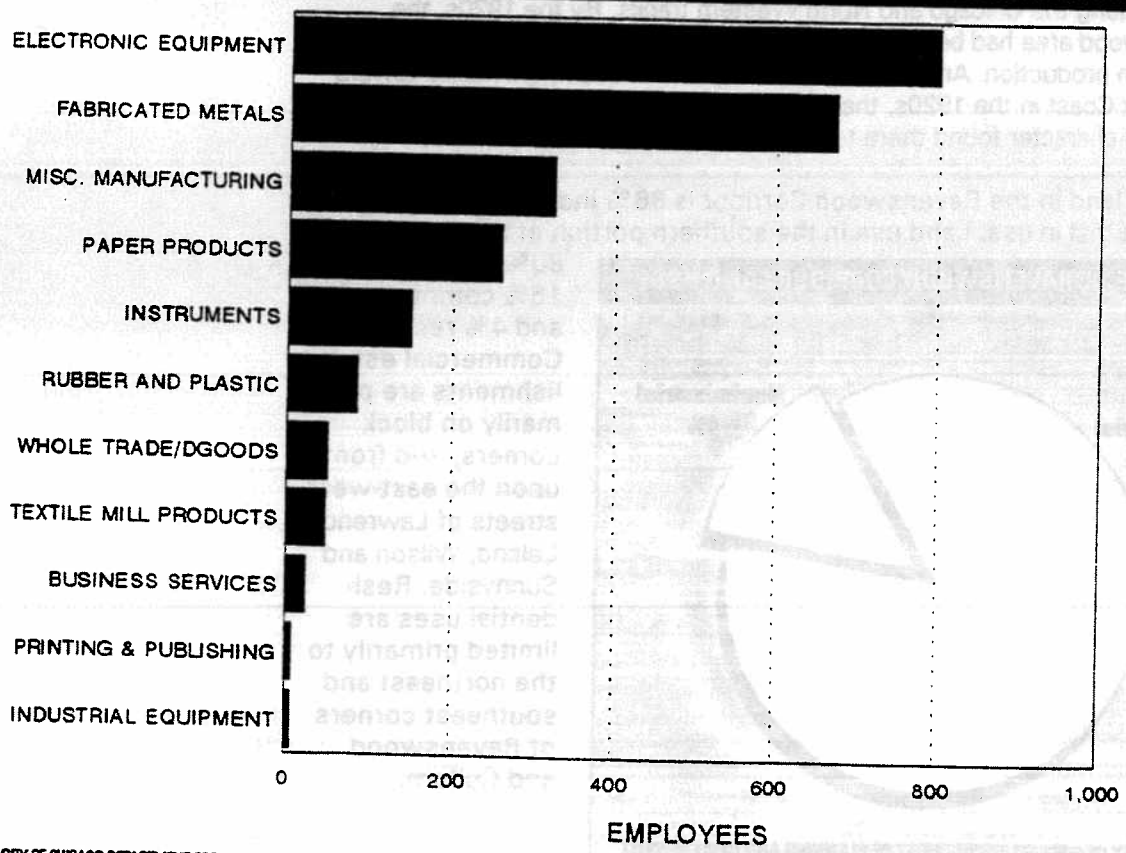


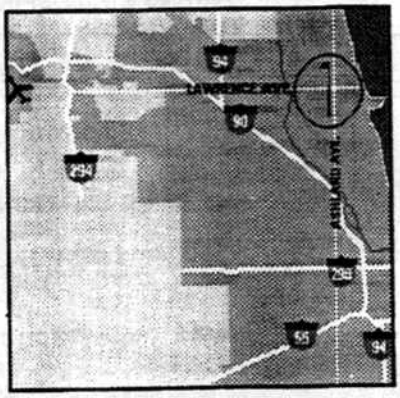
FIGURE 18: ELSTON/ARMSTRONG CORRIDOR PREDOMINANT INDUSTRIES BY NUMBER OF EMPLOYEES



SOURCE: CITY OF CHICAGO DEPARTMENT OF PLANNING AND DEVELOPMENT

Ravenswood Industrial Corridor

THE RAVENSWOOD INDUSTRIAL CORRIDOR consists of 68 acres zoned primarily for manufacturing along the north line of the Chicago and North Western Railroad. As defined in this plan, the Corridor includes two subareas roughly equal in size: a long narrow strip bordering both sides of the Chicago and North Western tracks from Irving Park to Lawrence, and a second subarea to the north anchored by Tempel Steel Company and bordered roughly by Bryn Mawr, Balmoral, the Chicago and North Western tracks and Hoyne. The boundaries of the Ravenswood Corridor are shown in Figure 20.



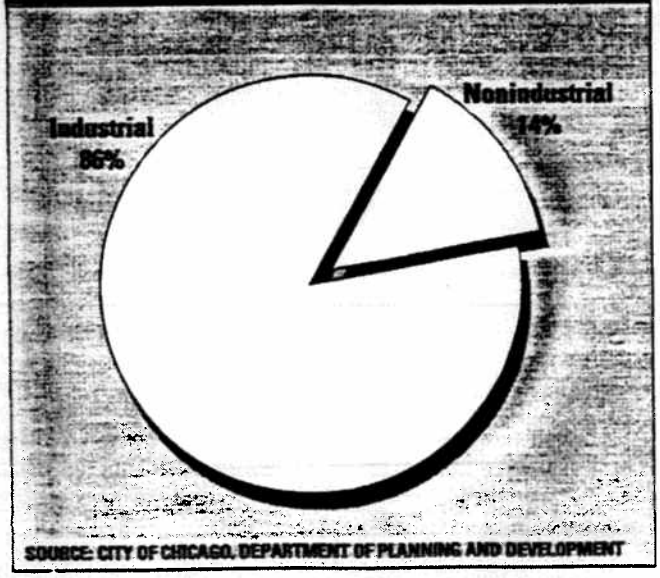
The Ravenswood Corridor was originally a center of commercial activity. Many examples of successful industrial reuse of multiple story buildings are found along Ravenswood Avenue.

Industrial Land Use

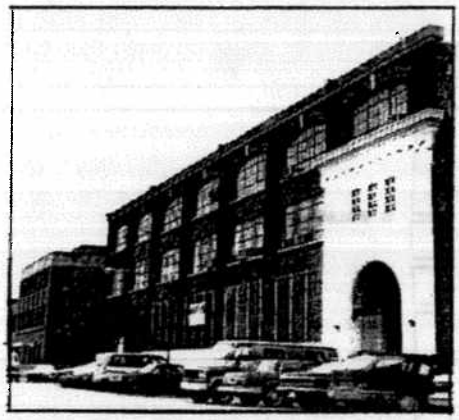
Industry in the Ravenswood Industrial Corridor first developed during the aftermath of the Chicago Fire of 1871, when suppliers of building materials located along the Chicago and North Western tracks. By the 1920s, the Ravenswood area had become a commercial center, particularly known for its silent film production. Around the time the movie industry gravitated toward the West Coast in the 1920s, the Ravenswood Corridor began to take on the industrial character found there today.

Overall, land in the Ravenswood Corridor is 86% industrial and 14% nonindustrial in use. Land use in the southern portion of the Corridor is 80% industrial, 16% commercial and 4% residential. Commercial establishments are primarily on block corners, and front upon the east-west streets of Lawrence, Leland, Wilson and Sunnyside. Residential uses are limited primarily to the northeast and southeast corners of Ravenswood and Cullom.

FIGURE 19: RAVENSWOOD CORRIDOR LAND USE



SOURCE: CITY OF CHICAGO, DEPARTMENT OF PLANNING AND DEVELOPMENT



The BT industrial building, located at 4043 N. Ravenswood, is typical of the successful multi-tenant industrial buildings found in the Ravenswood Corridor.

In the northern section of the Corridor, industrial uses are centered around Tempel Steel's 17 acres. Land in this area is 92% industrial. Two commercial uses, a car wash and lumber yard, comprise the remaining 8% of land area.

The south subarea of the Ravenswood Industrial Corridor is characterized by industrial buildings that occupy most or all of their lot area, presenting a solid facade of structures along the east and west sides of Ravenswood Avenue. Though the neighborhoods to the east and west are separated from the Corridor only by an alley, the homes utilize a different system of access streets, effectively separating industrial and residential traffic.

To the north, industrial activities are located generally on larger lots and in single-story buildings. Industrial development lies adjacent to the Lincoln Square residential community on the south and west and is bordered by the Chicago and North Western tracks on the east and the Rosehill Cemetery on the north.

Industrial Infrastructure

The Kennedy Expressway is located 3 miles southwest of the southern end of the Ravenswood Corridor, and is most easily reached via Addison Avenue. Foster Avenue provides access to the Edens Expressway 4 miles west of the Corridor.

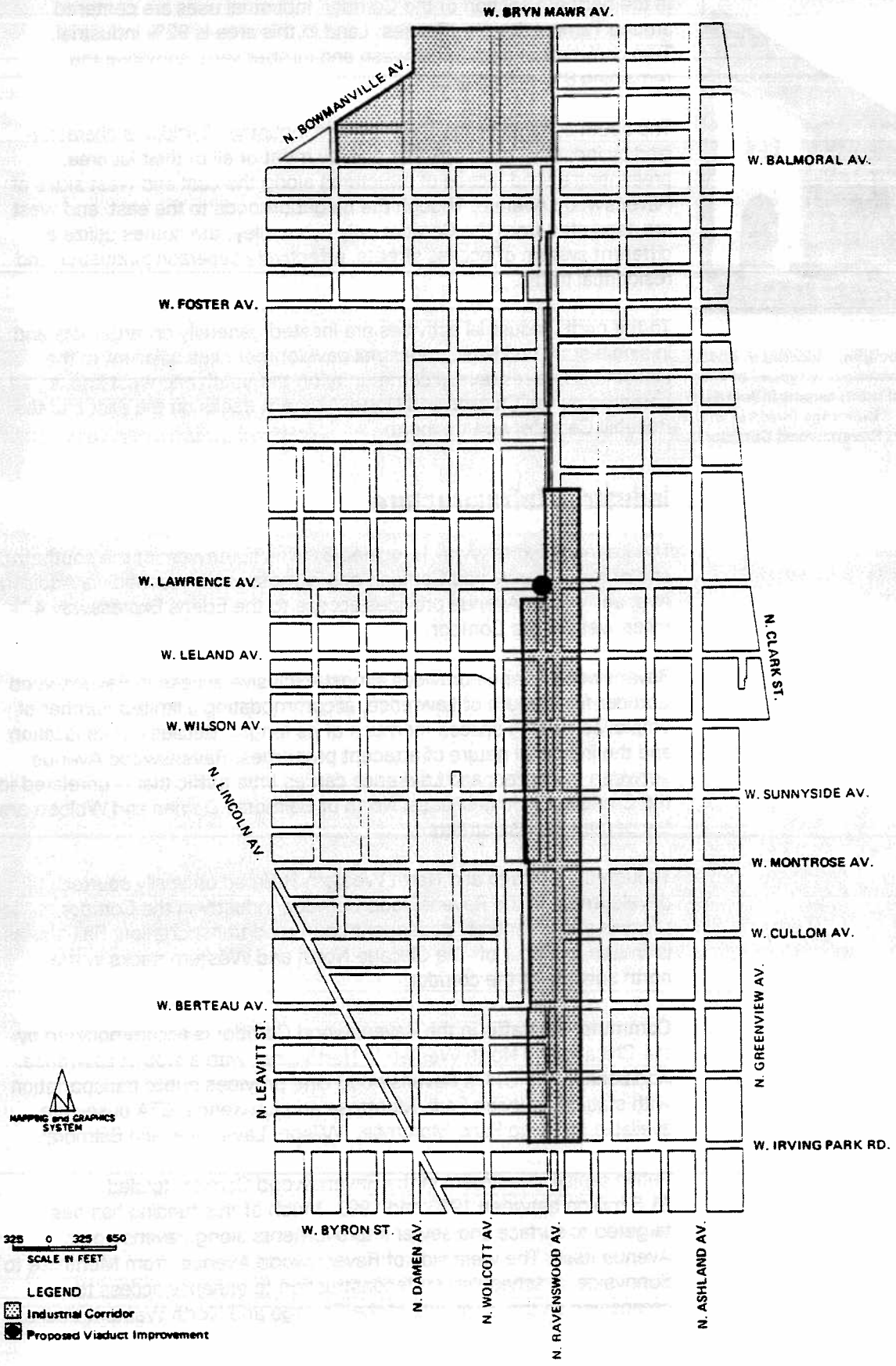
Ravenswood Avenue provides almost exclusive access to Ravenswood Corridor firms south of Lawrence, accommodating a limited number of employee parking spaces for much of its length. Because of its location and the industrial nature of adjacent properties, Ravenswood Avenue between Irving Park and Lawrence carries little traffic that is unrelated to the Corridor's industrial uses. North of Balmoral, Damen and Wolcott are the primary access streets.

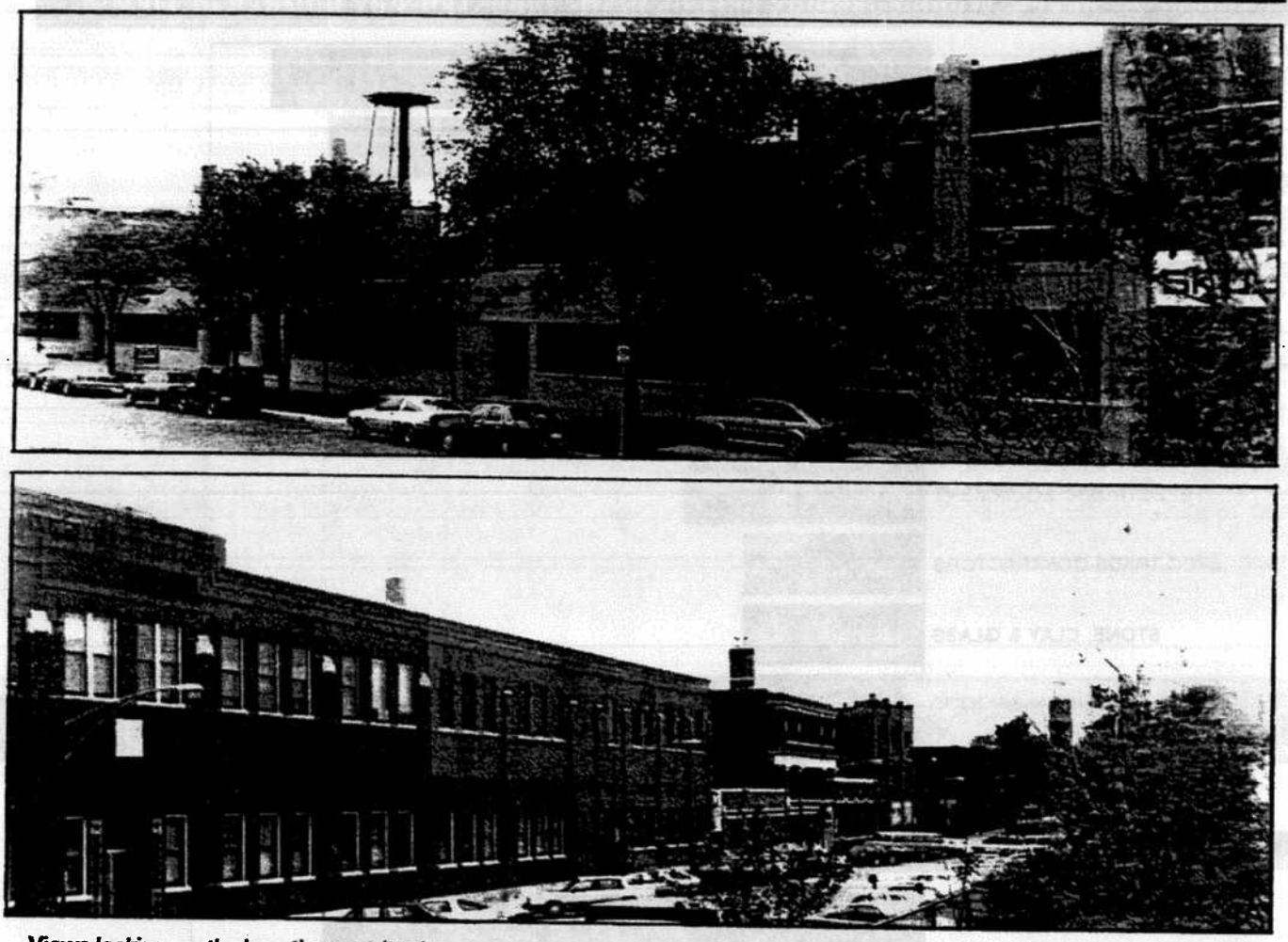
Though the Chicago and North Western Railroad originally spurred development in the Ravenswood Corridor, industry in the Corridor today is almost entirely dependent upon road transportation. Rail access is limited to a spur off the Chicago North and Western tracks in the north subarea of the corridor.

Commuter rail traffic in the Ravenswood Corridor is accommodated by the Chicago and North Western's North Line, with a stop at Lawrence. Additionally, the CTA's Ravenswood Line provides public transportation with stations at Irving Park, Montrose and Lawrence. CTA buses are available on Irving Park, Montrose, Wilson, Lawrence, and Balmoral.

Public capital investment in the Ravenswood Corridor totaled $1.5 million between 1983 and 1993. Much of this funding has been targeted to surface and sewer improvements along Ravenswood Avenue itself. The west side of Ravenswood Avenue, from Montrose to Sunnyside, is scheduled for reconstruction to enhance access to companies on the west side of the Chicago and North Western tracks.

FIGURE 20: RAVENSWOOD CORRIDOR





Views looking south along the west (top) and east (bottom) sides of Ravenswood Avenue. Ravenswood consists of two parallel streets separated by the Chicago and North Western Railroad embankment.

Industrial Base

The area of industrial development lining the Chicago and North Western's North Line between Roscoe and Bryn Mawr has historically been known as the Ravenswood Industrial Corridor. This larger industrial area encompasses more than 100 industrial companies employing almost 5,000 workers.

The two areas of greatest industrial concentration within the greater Ravenswood industrial area are together designated as the Ravenswood Industrial Corridor in this plan. Within this designation are 77 industrial companies employing 3,505 workers. A number of these firms represent very small companies (fewer than10 employees) operating on the upper stories of older industrial buildings. These multi-tenant buildings include the Fencal Building at Ravenswood and Montrose, the Ravenswood Commerce Center at Ravenswood and Irving Park and the B.T. industrial building at Ravenswood and Belle Plaine.

The most prominent industrial sectors in the Ravenswood Industrial Corridor in terms of number of firms are fabricated metal products

FIGURE 20: RAVENSWOOD CORRIDOR PREDOMINANT INDUSTRIES BY NUMBER OF FIRMS

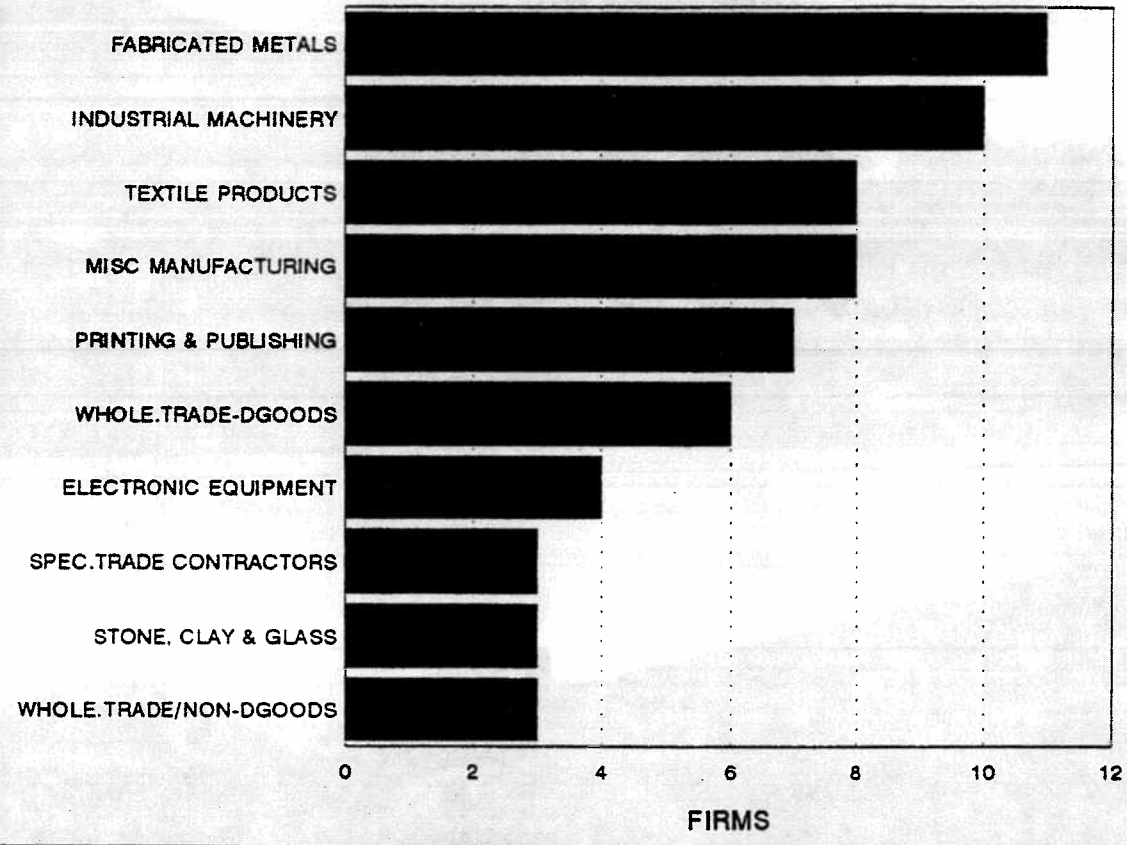
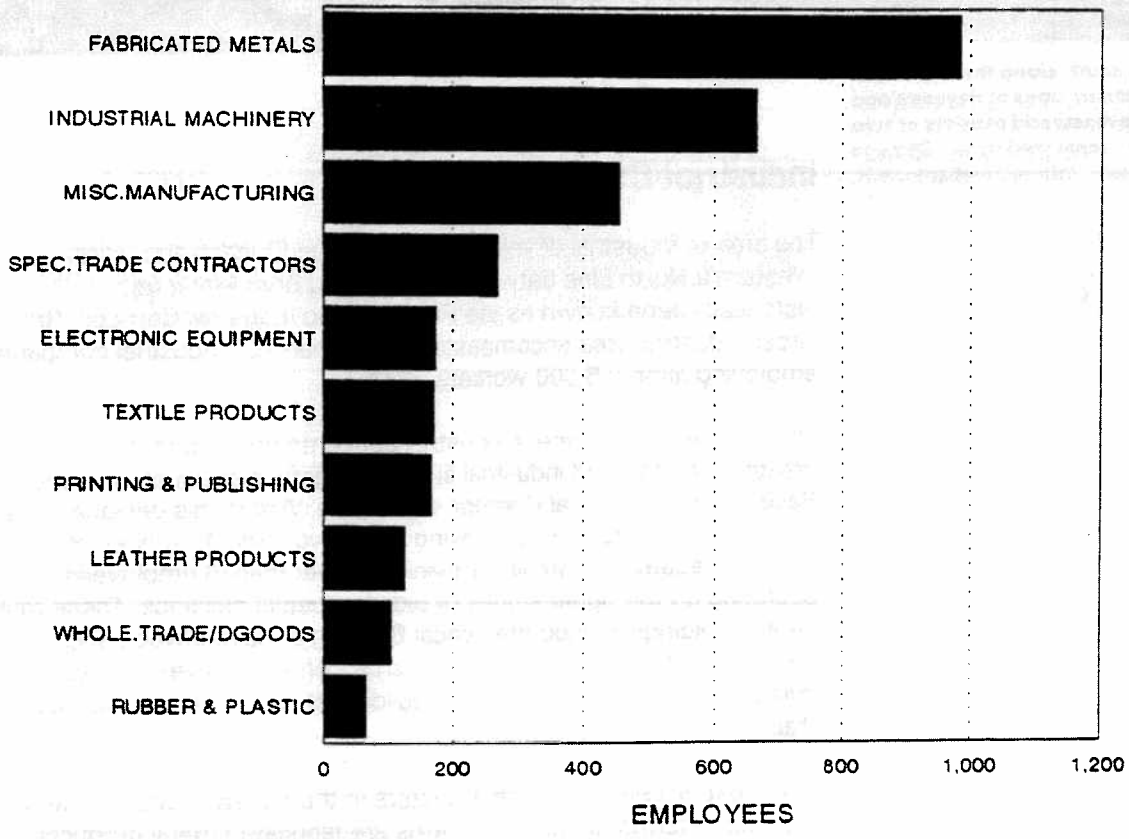


FIGURE 22: RAVENSWOOD CORRIDOR PREDOMINANT INDUSTRIES BY NUMBER OF EMPLOYEES



SOURCE: CITY OF CHICAGO DEPARTMENT OF PLANNING AND DEVELOPMENT

(11 firms), industrial machinery and equipment (10 firms), apparel and other textile products (8 firms) and miscellaneous manufacturing industries (8 firms). In terms of employment, fabricated metal products (28%), industrial machinery and equipment (19%) and miscellaneous manufacturing industries (13%) are the largest sectors.

Fabricated metal products and industrial machinery and equipment are particularly predominant in the north subarea of the Ravenswood Corridor surrounding Tempel Steel, the largest employer in the Corridor with more than 600 workers. Nine of the fourteen companies north of Balmoral are included in these two industrial sectors.

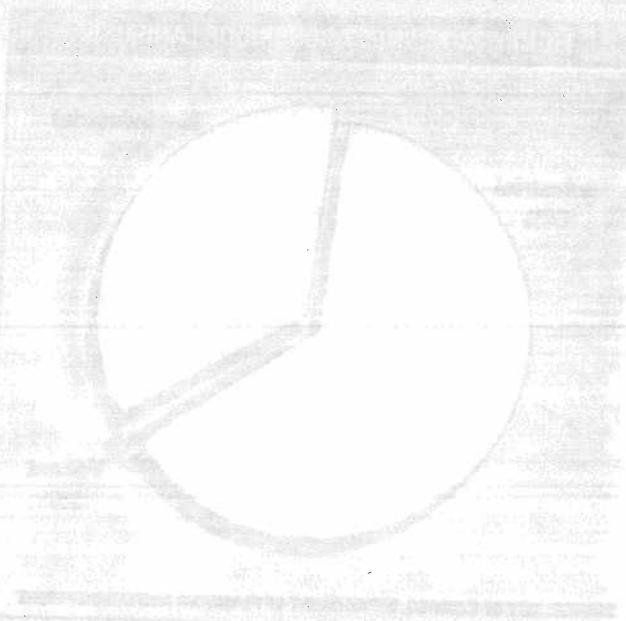
All eight of the Corridor's textile and other apparel companies are located south of Lawrence Avenue. Other large companies in the Ravenswood Corridor include Atlas Electric, Northwestern Golf, Littell and Hill Wendt Corporation, all of which are south of Lawrence Avenue.

Recommendations

Infrastructure-Recommended for Future Funding

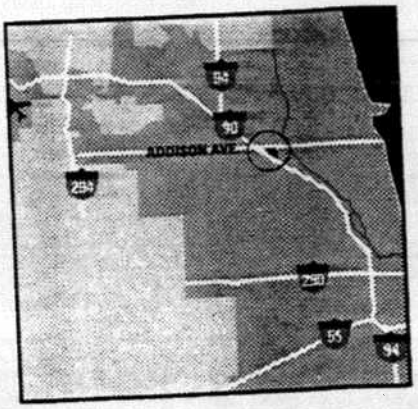
Viaducts

Metra's eight-year North Line Bridge Project, beginning in 1994, calls for raising all major viaducts from Fullerton Avenue to Peterson Avenue to at least 13'8" clearances. As an interim measure, the vertical clearance at 1800 West Lawrence should be increased from 13'3" to at least 13'8" to enhance truck access to the east side of the Chicago and North Western tracks. ⊡



Kennedy Industrial Corridor

THE KENNEDY INDUSTRIAL CORRIDOR consists of 68 acres of land zoned entirely for manufacturing within the area bounded by West Addison Avenue on the north, Kedzie Avenue on the east, and the Kennedy Expressway on the southwest. The boundaries of the Kennedy Industrial Corridor are shown in Figure 24.



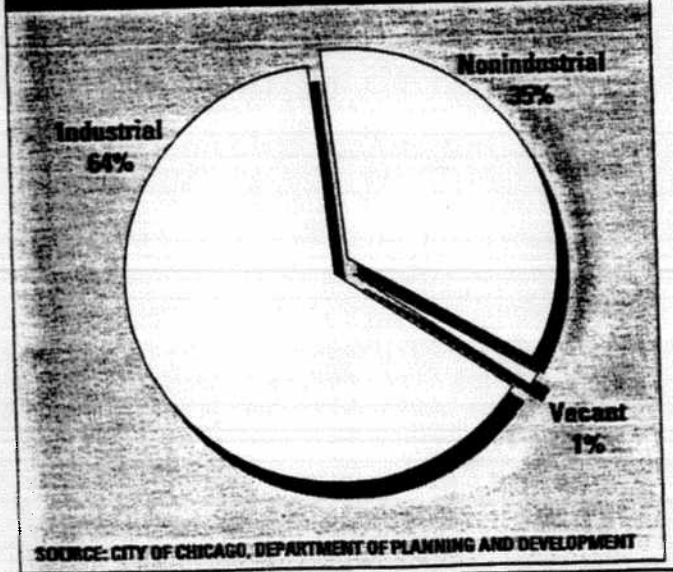
The Kennedy Corridor is the smallest of all North Side Corridors in terms of employment and one of the smallest in area. One of the Corridor's major attractions to industrial firms is its ease of access to the Kennedy Expressway, which borders the Corridor to the south.

Industrial Land Use

Industry in the Kennedy Corridor first developed in the 1920s, when the area became known as the Addison Kedzie Industrial District.This original industrial development coincided with the City's first zoning ordinance, which designated heavy industrial zone boundaries very similar to those found today in the Kennedy Corridor.

Land uses in the Kennedy Corridor are 64% industrial, 35% commercial and 1% vacant. The triangular corridor consists of two subareas separated by the elevated Chicago and North Western tracks. The tracks run in a northwest-southeast direction and, along with the Kennedy Expressway, represent a physical barrier between the Corridor's industrial development and commercial uses to the south along Belmont Avenue.

FIGURE 23: KENNEDY CORRRIDOR LAND USE



SOURCE: CITY OF CHICAGO, DEPARTMENT OF PLANNING AND DEVELOPMENT

Bordering the Kennedy Expressway and south of the railroad embankment is a small, self contained area reached exclusively from a looped roadway consisting of portions of Henderson, Drake and Avondale Avenues. Large commercial land uses, such as K Mart and Jewel, are located just outside the corridor.

Prairie Materials manufactures and supplies ready mix concrete at 3230 North Kedzie.

Industrial Infrastructure

Easy access to the Kennedy Expressway (I-90/94) is provided by Addison and Kimball Avenues, both of which have full interchanges at the Expressway. The Kimball Avenue viaduct north of the expressway was recently raised and widened to facilitate truck movements to and from I-90/94. This and other public capital improvements in the Kennedy Corridor totalled $3.6 million between 1983 and 1993.

Industrial uses in much of the Kennedy Corridor are accessed via major thoroughfares, such as Kimball and Kedzie, as well as from Spaulding and Newport, which dead-end in the interior of the industrial area between Kedzie and Kimball.

The Chicago and North Western's Northwest Line provides rail access to the Kennedy Industrial Corridor. Rail users include Prairie Materials and Lee Lumber, both of which are located on the southeastern edge of the Corridor on Kedzie Avenue.

Rapid transit service is provided by the CTA's O'Hare line, which includes a stop at Addison one-half mile west of Kimball and a stop at Belmont and Kimball. CTA buses are available on Addison, Kedzie and Kimball. Metra's nearest commuter station is less than one mile northwest of the corridor, with connecting CTA bus service.

Industrial Base

The Kennedy Industrial Corridor is home to 23 industrial firms employing 1,916 workers. The predominant industrial sectors in terms of number of firms are fabricated metal products (4 firms) and wholesale trade of durable goods (3 firms).

Industrial sectors accounting for the largest portions of employment in the Corridor are instruments and related products (26%), industrial machinery and equipment (18%), paper and allied products (18%) and fabricated metal products (16%). Major employers include Precision Universal, Transo Envelope and McDonnell and Miller. ⊡

Mathews International, a manufacturer of printing plates, displays an attractive facade at 3435 North Kimball.

FIGURE 24: KENNEDY CORRIDOR

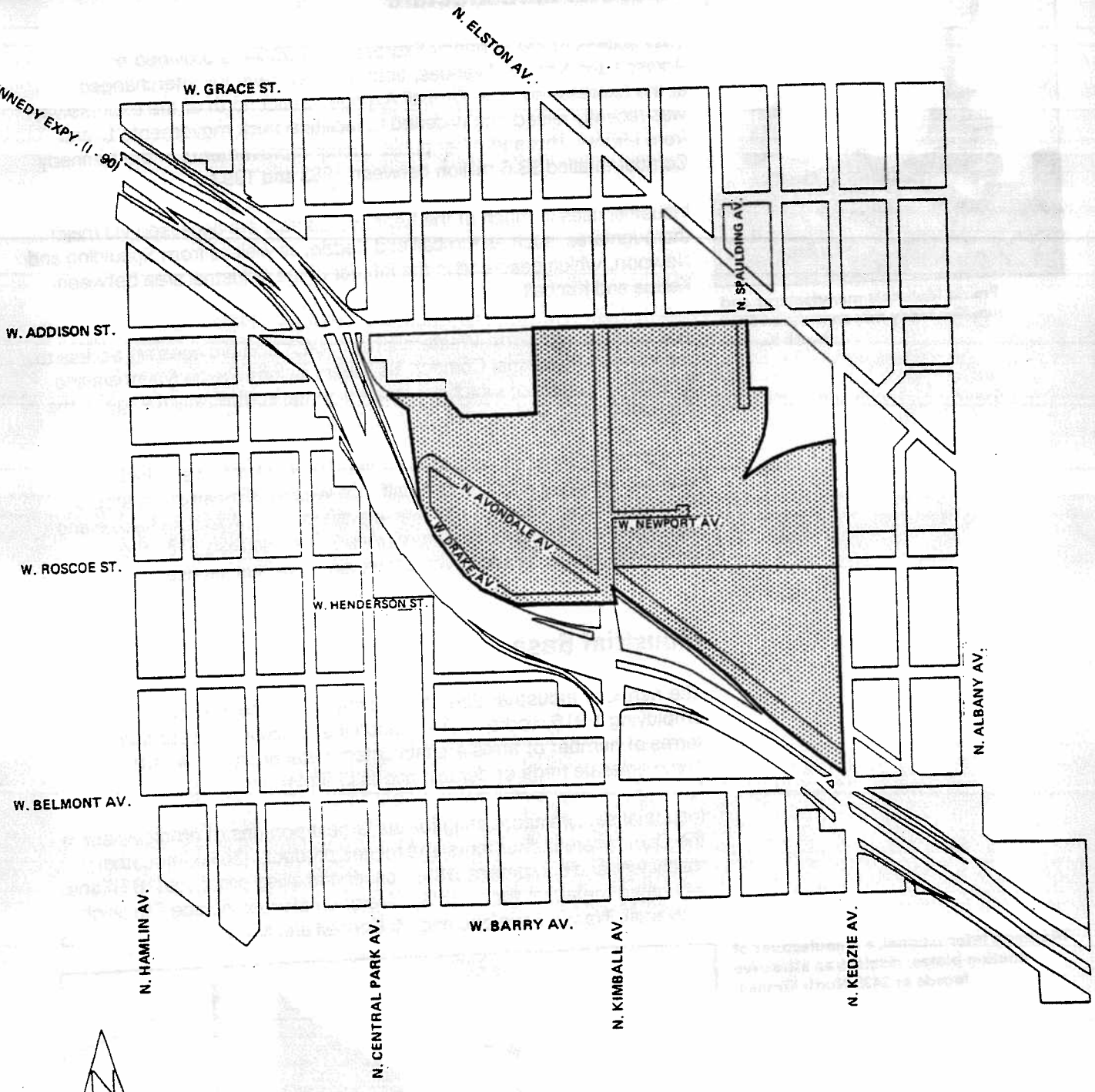


FIGURE 25: KENNEDY CORRIDOR PREDOMINANT INDUSTRIES BY NUMBER OF FIRMS

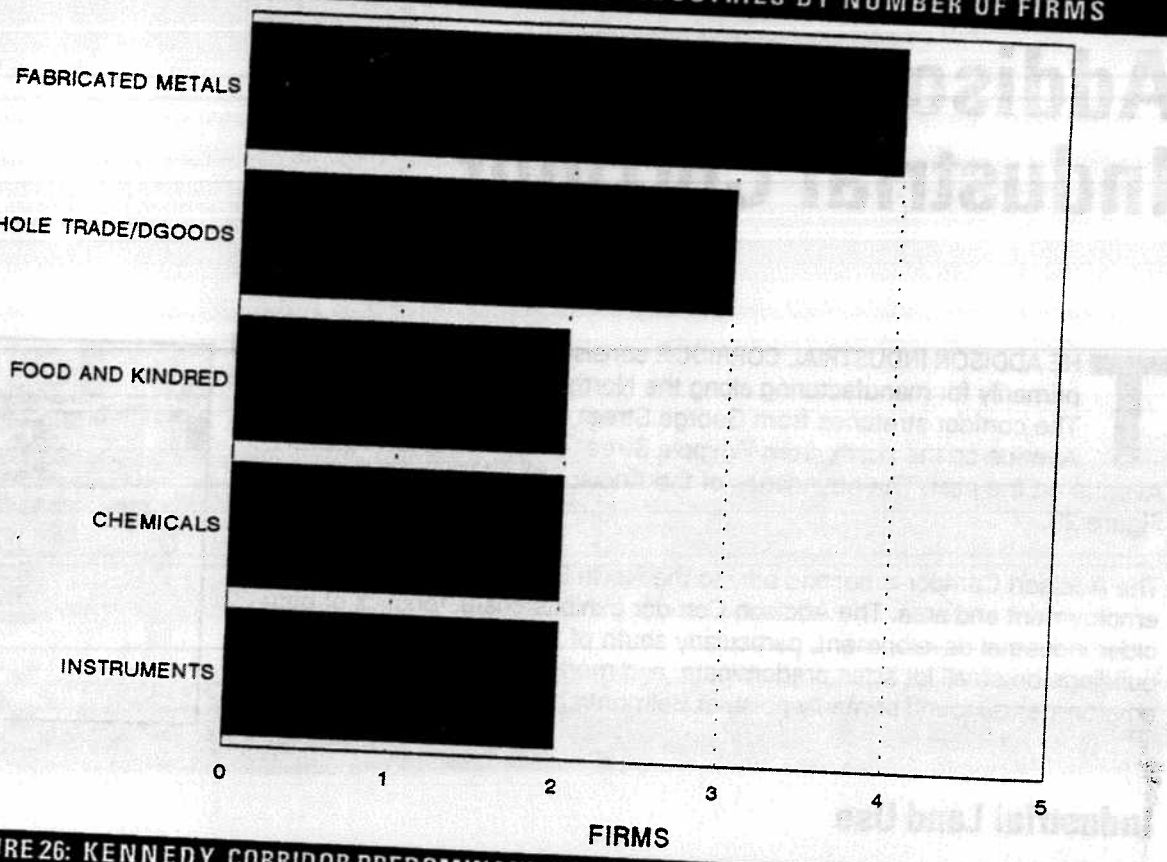
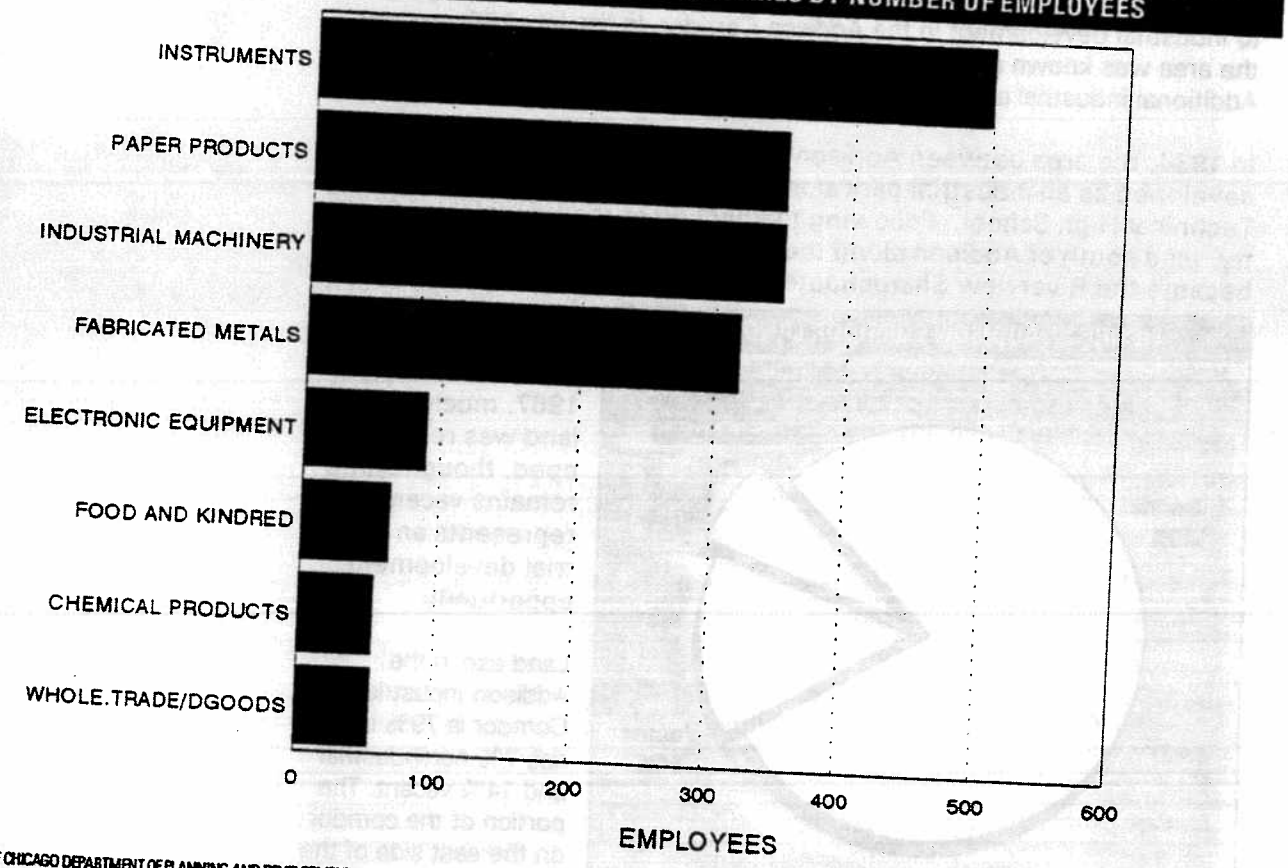


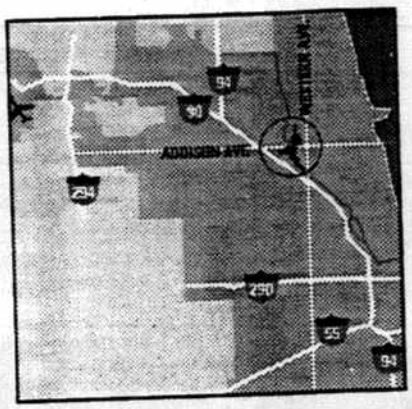
FIGURE 26: KENNEDY CORRIDOR PREDOMINANT INDUSTRIES BY NUMBER OF EMPLOYEES



SOURCE: CITY OF CHICAGO DEPARTMENT OF PLANNING AND DEVELOPMENT

Addison Industrial Corridor

THE ADDISON INDUSTRIAL CORRIDOR consists of 198 acres of land zoned primarily for manufacturing along the North Branch of the Chicago River. The corridor stretches from George Street on the south to Belle Plaine Avenue on the north, from Whipple Street on the west to Western Avenue on the east. The boundaries of the Addison Corridor are shown in Figure 28.



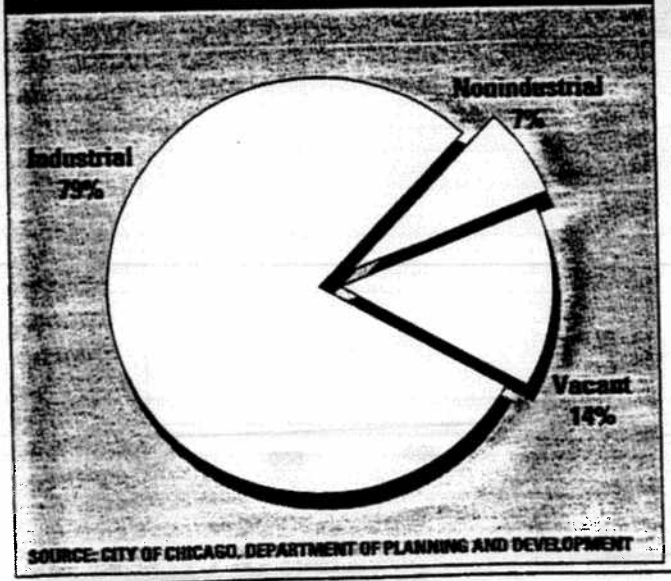
The Addison Corridor is second only to the North Branch Corridor in terms of employment and area. The Addison Corridor exhibits characteristics of both older industrial development, particularly south of Belmont where multi-story buildings on small lot sizes predominate, and modern campus-like industrial environments, found primarily north of Belmont and east of the Chicago River.

Industrial Land Use

Clay pits along Belmont Avenue in the vicinity of the Chicago River gave rise to industrial development in the Addison Corridor. In the late 19th century, the area was known as a nationwide center of the brickmaking industry. Additional industrial activities gravitated to the area in the 1920s.

In 1934, the area between Addison Avenue and Irving Park Road was developed as an industrial park along with the construction of Lane Technical High School. Following the decline of the brickmaking industry, land south of Addison along the east side of the Chicago River first became the Riverview Sharpshooter's Range and then the Riverview Amusement Park. After the amusement park's shutdown in 1967, much of the land was redeveloped, though some remains vacant and represents an industrial development opportunity.

FIGURE 27: ADDISON CORRIDOR LAND USE



SOURCE: CITY OF CHICAGO, DEPARTMENT OF PLANNING AND DEVELOPMENT

Land use in the Addison Industrial Corridor is 79% industrial, 7% nonindustrial and 14% vacant. The portion of the corridor on the east side of the River between

The Devry Institute of Technology, at 3300 North Campbell, is located adjacent to the Addison Industrial Corridor. A well-trained workforce will continue to be key to the strength of Chicago's industrial base.

Belmont Avenue and Irving Park Road consists of large industrial parcels served by internal street systems.

West of the river, the Corridor is dominated by the 35-acre Commonwealth Edison property on California between Belmont and Addison. A number of smaller industrial parcels are located along California and Roscoe in the southwestern portion of the Corridor, as well as along Rockwell near the Corridor's northern boundary. South of Belmont, industrial development is bordered by the Chicago River on the east and blends into the Elston Avenue commercial frontage on the southwest.

The bulk of the vacant land in the Addison Corridor consists of two 5-acre parcels on each side of Rockwell between Belmont and Addison. Formerly portions of the Riverview Amusement Park, the properties are currently owned by United Parcel Service.

Industrial Infrastructure

The Kennedy Expressway (I-90/94) is located approximately 1 mile south and west of the Addison Corridor. Addison and Kimball Avenues are the primary truck routes, providing full access to and from the expressway. Partial access is available at Western, California and Belmont.

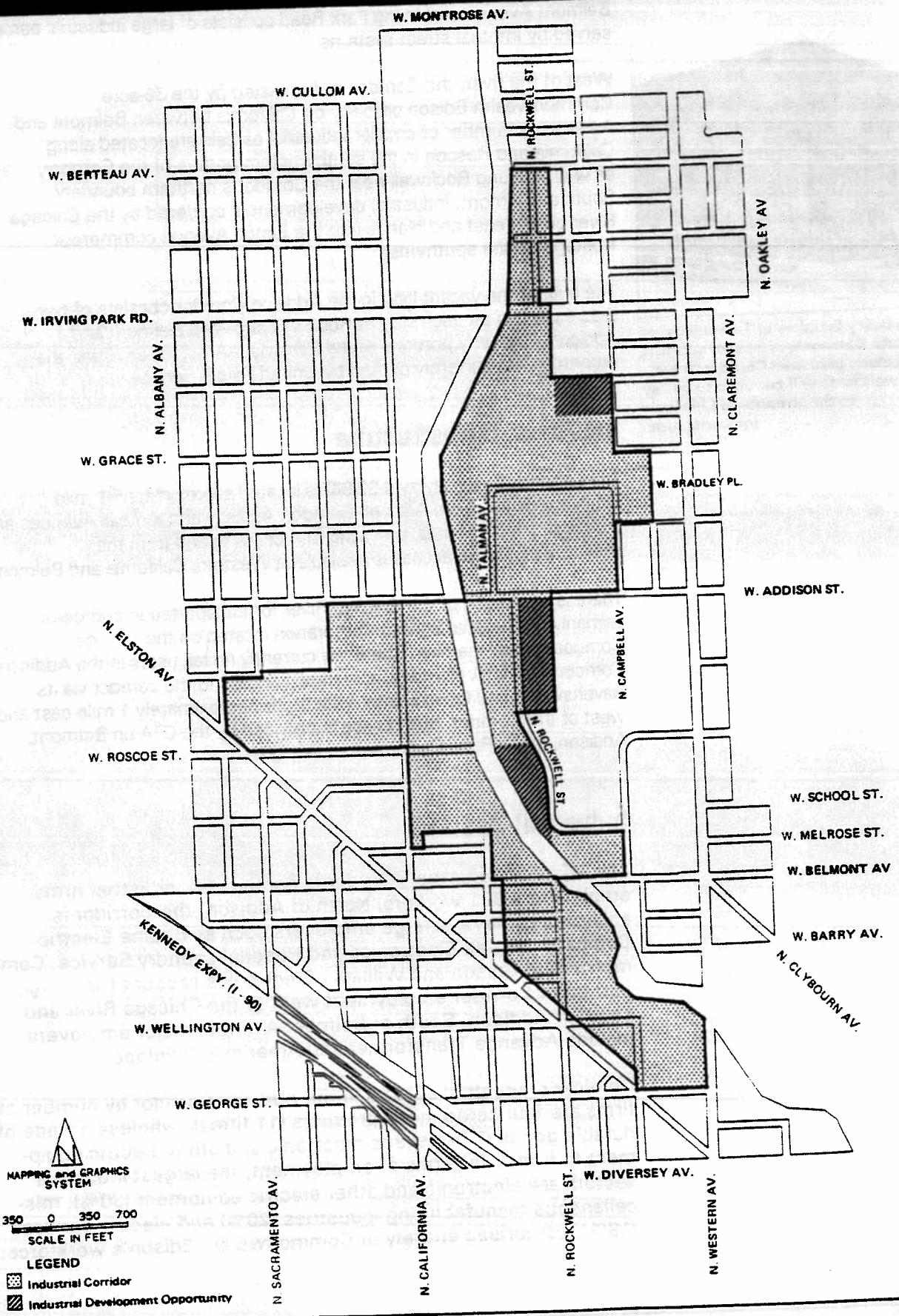
There is some use of the Chicago River for transportation purposes, primarily by Material Service Corporation located on the boundary of the Corridor east of the river. There are currently no rail users in the Addison Corridor. The CTA provides rapid transit access to the corridor via its Ravenswood and O'Hare lines, with stops approximately 1 mile east and west of the Corridor. Bus service is provided by the CTA on Belmont, Addison, Irving Park, California and Western.

Industrial Base

The Addison Industrial Corridor is home to 55 industrial firms employing 7,981 workers. North of Addison, the Corridor is anchored by several large employers such as Bodine Electric Company, James Electronics and Hospital Laundry Service. Commonwealth Edison and Williams Electronics account for a large portion of Corridor employment west of the Chicago River and south of Addison. South of Belmont Avenue, major employers include Advance Transformer and American Envelope.

Dominant industrial sectors in the Addison Corridor by number of firms are fabricated metal products (11 firms), wholesale trade of durable goods (7 firms) and electronic and other electric equipment (5 firms). In terms of employment, the largest industrial sectors are electronic and other electric equipment (30%), miscellaneous manufacturing industries (20%) and electric services (18%), comprised entirely of Commonwealth Edison's workforce.

FIGURE 28: ADDISON CORRIDOR



The recent development of The Bradley Place Business Center, at 2600 West Bradley Place, was coordinated with public infrastructure investment in the adjacent streets of Talman, Campbell and Bradley Place.

A recent development in the Addison Industrial Corridor has been the Bradley Place Business Center, a light-industry and distribution development on 9 acres at Bradley and Talman. Portions of the Addison Corridor, such as the Bradley Place area, provide a campus-like environment which has attracted many light-industrial firms.

Recommendations

Industrial Opportunities

Facilitate Industrial Expansion at:

Rockwell and Addison: a 5-acre site owned by United Parcel Service on the east side of Rockwell and adjacent to Lane Technical High School.

Rockwell and Melrose: a 5-acre site owned by United Parcel on the west side of Rockwell along the Chicago River.

Rockwell and Irving Park: 6 acres of vacant land owned by Action Electric, parent company of Basic Wire and Cable, adjacent to its facility at Irving Park and Rockwell. The land is currently underutilized as a parking lot. Access to the site is provided only by a private driveway adjacent to Action Electric's building. ⊡

FIGURE 29: ADDISON CORRIDOR PREDOMINANT INDUSTRIES BY NUMBER OF FIRMS

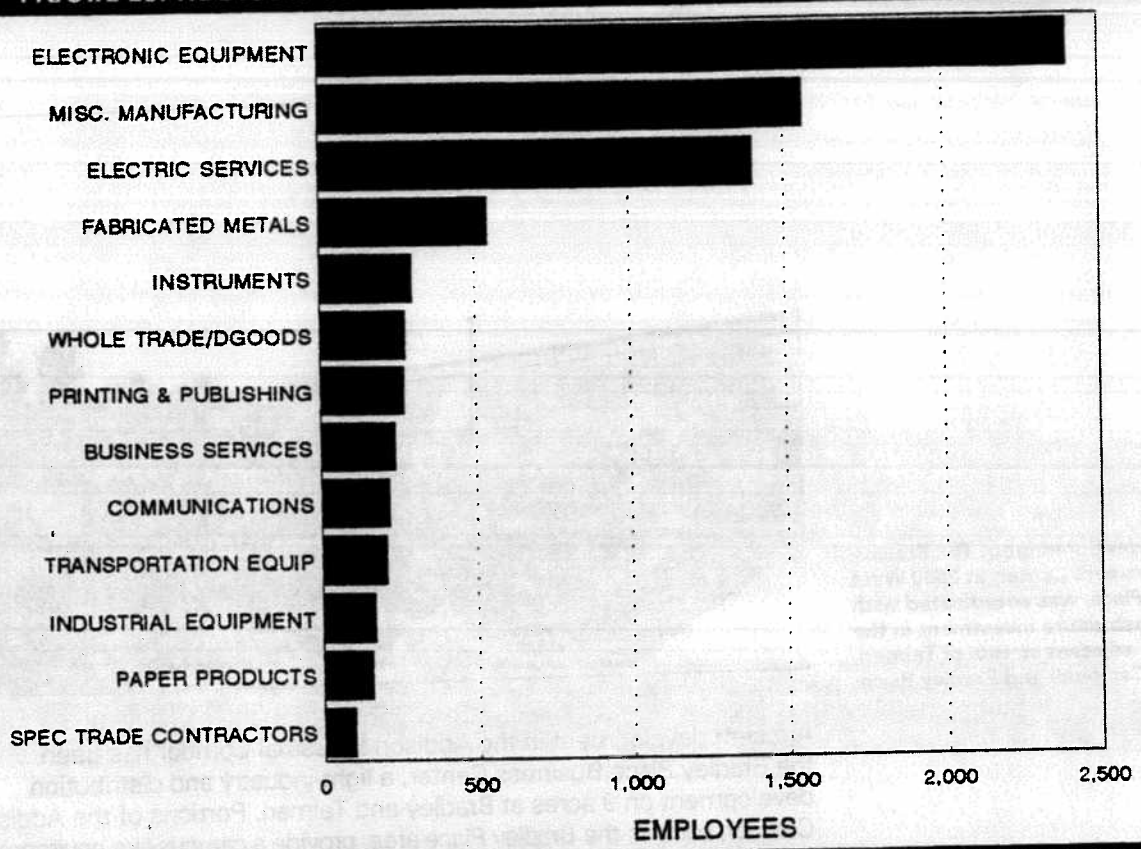
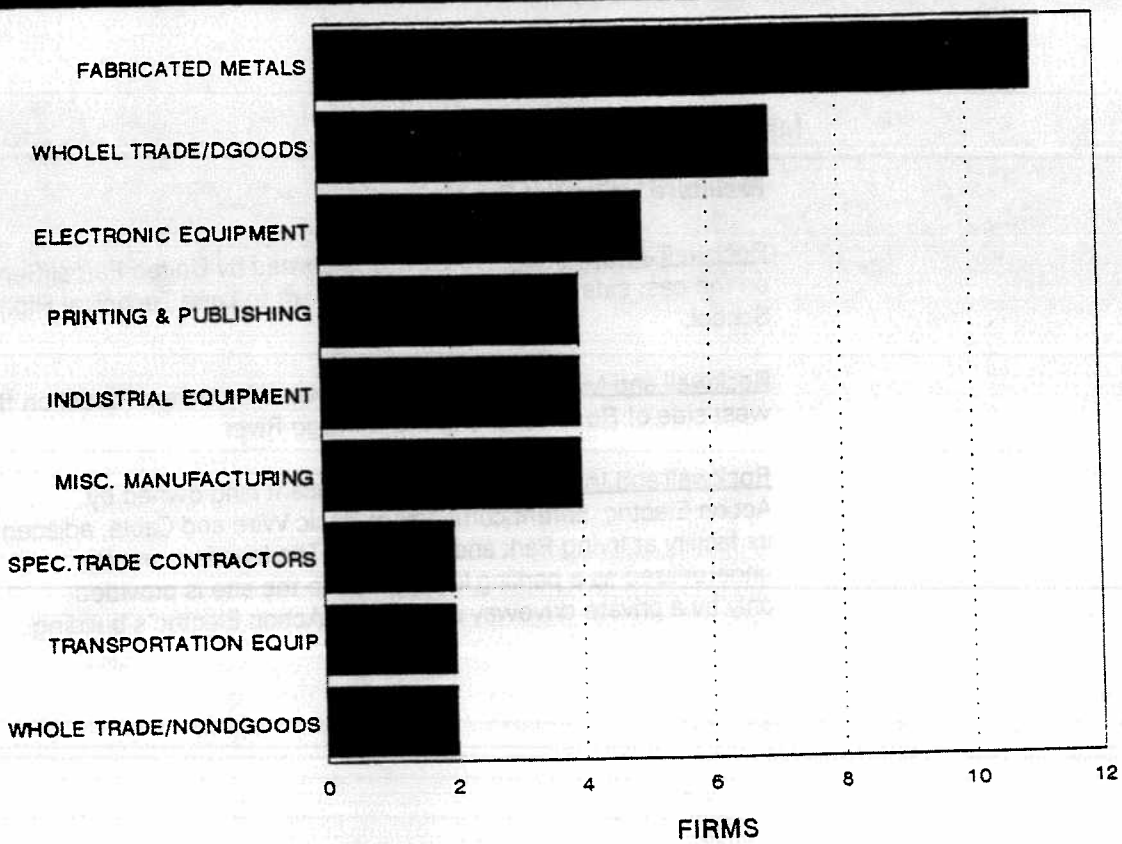
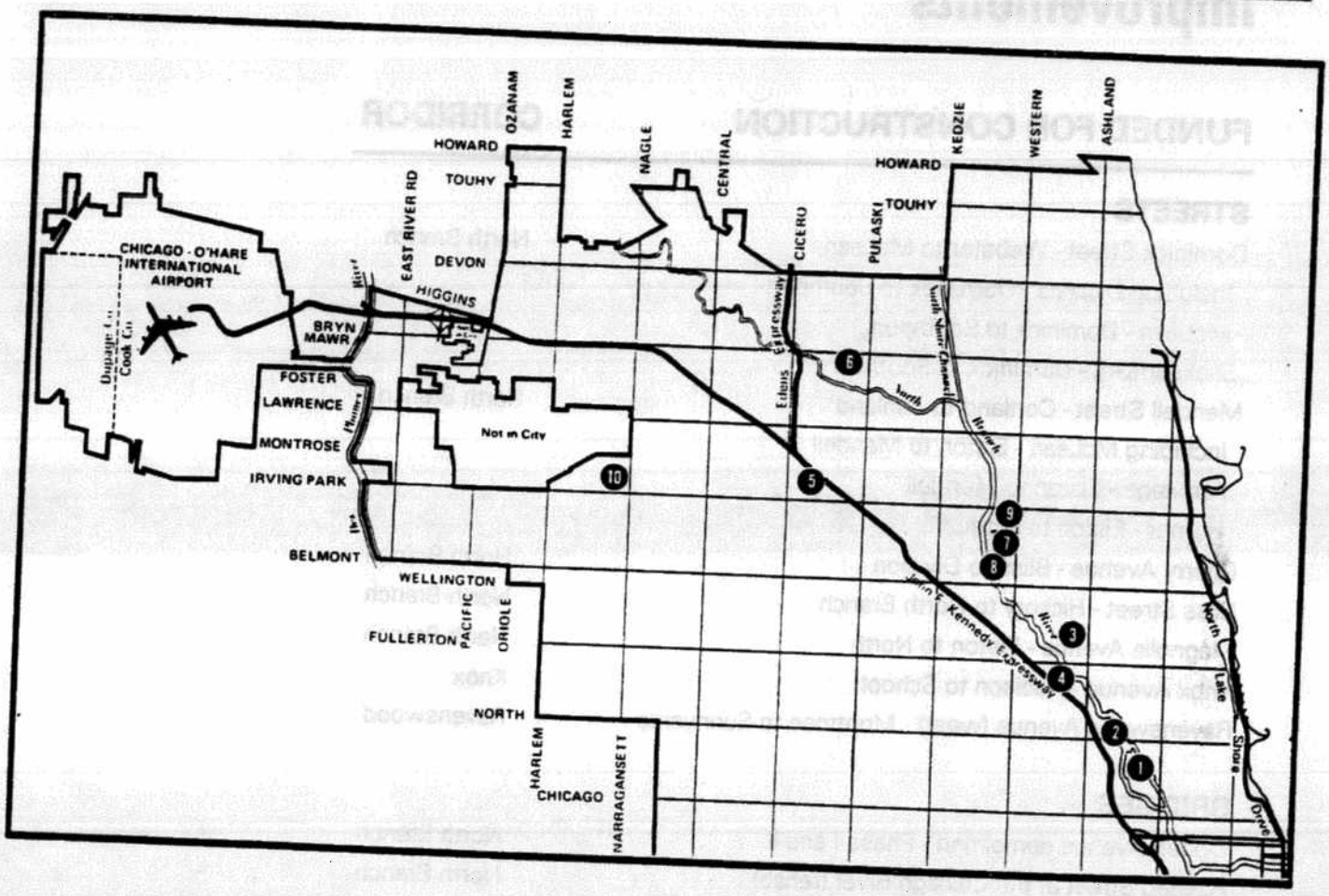


FIGURE 30: ADDISON CORRIDOR PREDOMINANT INDUSTRIES BY NUMBER OF EMPLOYEES



SOURCE: CITY OF CHICAGO DEPARTMENT OF PLANNING AND DEVELOPMENT

FIGURE 31: INDUSTRIAL DEVELOPMENT OPPORTUNITIES



Location	Size (Acres)	Corridor	Page #
1. Division and Hickory	25	North Branch	17
2. North and Magnolia	12 + 3 (two parcels)	North Branch	17
3. Diversey and Wolcott	8	North Branch	17
4. Elston and Webster	5	North Branch	17
5. Kolmar and Berteau	6	Knox	22
6. Bryn Mawr and Tripp (Sauganash Business Park)	17	Peterson	28
7. Rockwell and Addison	5	Addison	50
8. Rockwell and Melrose	5	Addison	50
9. Rockwell and Irving Park	5	Addison	50
10. Narragansett and Irving Park (Read Dunning Industrial Park)	40	Not in corridor	6

Summary of Recommended North Side Infrastructure Improvements

APPENDIX II

FUNDED FOR CONSTRUCTION	CORRIDOR
STREETS	
Dominick Street - Webster to McLean	North Branch
Including Dickens - Dominick to Southport	
McLean - Dominick to Southport	
Shakespeare - Dominick to Southport	
Mendell Street - Cortland to Ashland	North Branch
Including McLean - Elston to Mendell	
Armitage - Elston to Mendell	
Homer - Elston to Mendell	
Cherry Avenue - Bliss to Division	North Branch
Bliss Street - Hickory to North Branch	North Branch
Magnolia Avenue - Elston to North	North Branch
Knox Avenue - Addison to School	Knox
Ravenswood Avenue (west) - Montrose to Sunnyside	Ravenswood
BRIDGES	
Ogden Avenue demolition - Phase I and II	North Branch
Halsted Street at the Chicago River (rehab)	North Branch
VIADUCTS	
4600 West Irving Park	Knox

FUNDED FOR ENGINEERING	CORRIDOR
STREETS	
Paulina Street - Wrightwood to Wellington	North Branch
Division Street resurfacing - Lake Shore Drive to Cicero	North Branch
BRIDGES	
North Avenue at the Chicago River	North Branch
Halsted Street at the North Branch Canal	North Branch
Damen Avenue at the Chicago River (rehab)	North Branch

VIADUCTS	
1800 West Lawrence Avenue	Ravenswood
5330 North Elston Avenue	Elston / Armitage
4630 West Montrose	Knox
4730 West Montrose	Knox

RECOMMENDED FOR FUTURE FUNDING	**CORRIDOR**
STREET	
Paulina Street - Wrightwood to Wellington	North Branch
Division Street resurfacing and signals - canal to river	North Branch
BRIDGES	
North Avenue at the Chicago River	North Branch
Halsted Street at the North Branch Canal	North Branch
Damen Avenue at the Chicago River (rehab)	North Branch
VIADUCTS	
1800 West Lawrence Avenue	Ravenswood
5330 North Elston Avenue	Elston / Armitage
4630 West Montrose	Knox
4730 West Montrose	Knox
5650 West Foster	Elston/Arm.
INTERSECTIONS	
North Branch and Halsted Signalization	North Branch

FIGURE 32: MAJOR TRUCK ROUTES

APPENDIX III

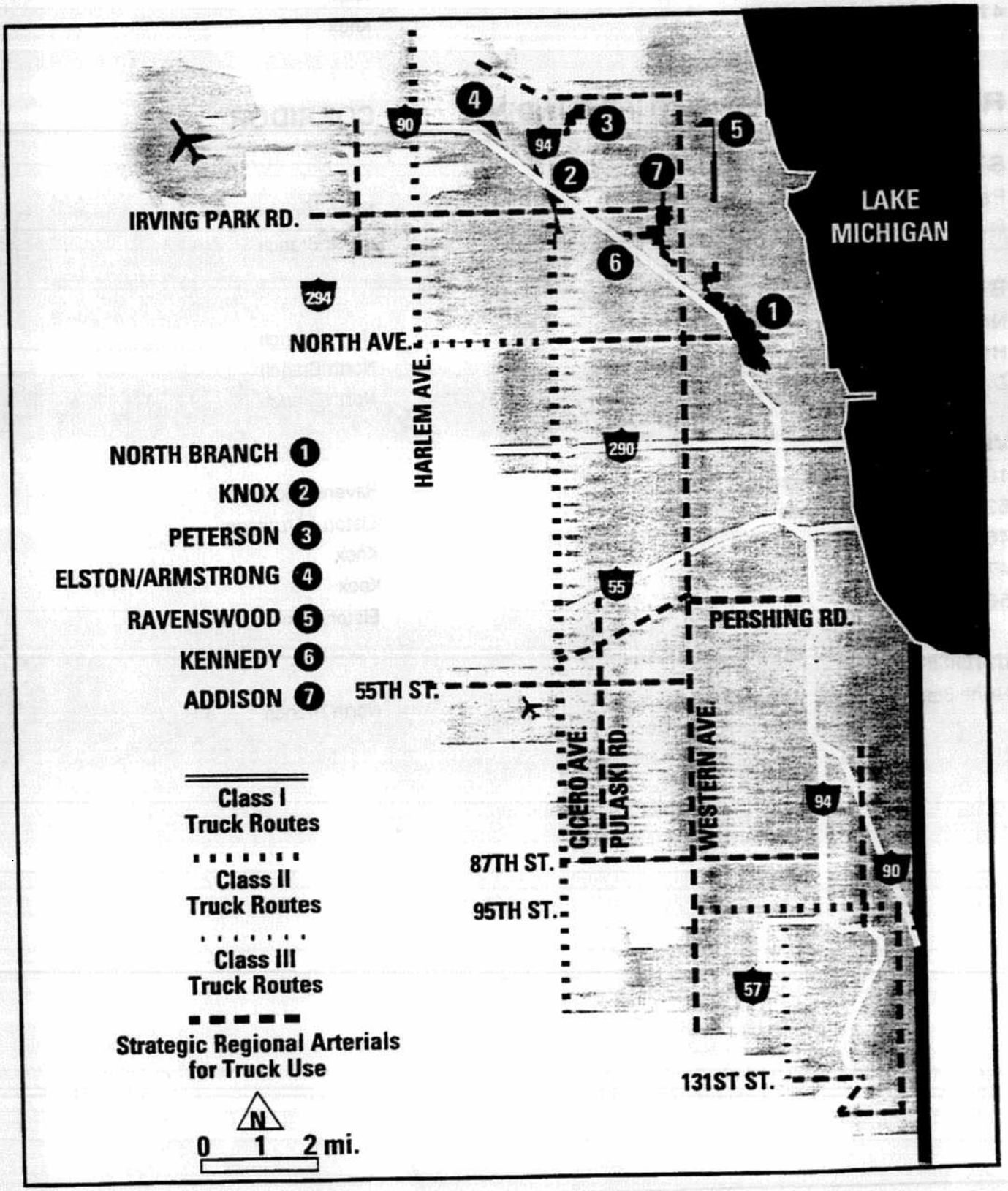
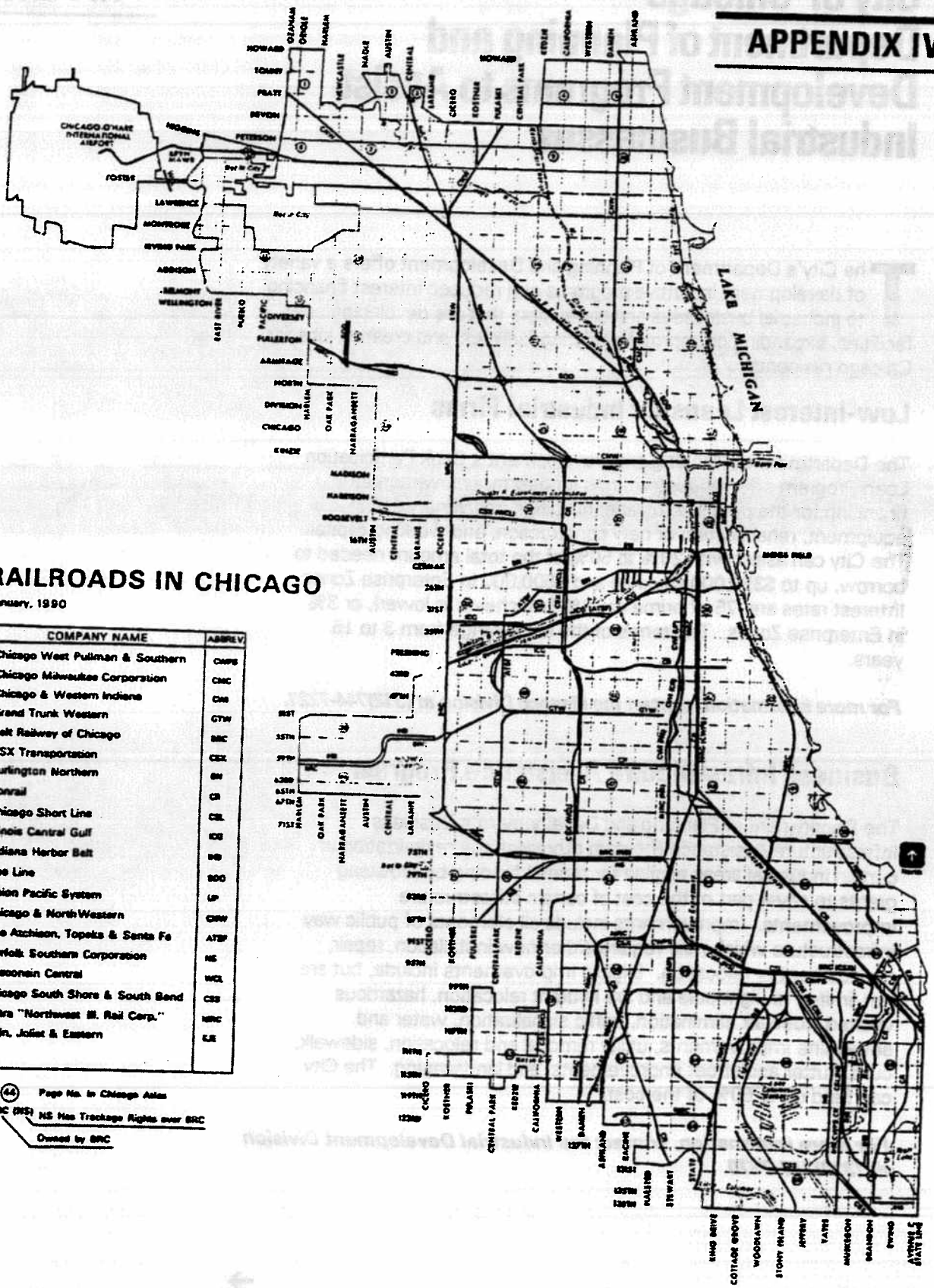


FIGURE 33: RAILROADS IN CHICAGO

APPENDIX IV



RAILROADS IN CHICAGO

January, 1990

COMPANY NAME	ABBREV.
Chicago West Pullman & Southern	CWPS
Chicago Milwaukee Corporation	CMC
Chicago & Western Indiana	CWI
Grand Trunk Western	GTW
Belt Railway of Chicago	BRC
CSX Transportation	CSX
Burlington Northern	BN
Conrail	CR
Chicago Short Line	CSL
Illinois Central Gulf	ICG
Indiana Harbor Belt	IHB
Soo Line	SOO
Union Pacific System	UP
Chicago & North Western	CNW
The Atchison, Topeka & Santa Fe	ATSF
Norfolk Southern Corporation	NS
Wisconsin Central	WCL
Chicago South Shore & South Bend	CSS
Metra "Northwest Ill. Rail Corp."	NIRC
Elgin, Joliet & Eastern	EJE

(44) Page No. in Chicago Atlas

BRC (NS) NS Has Trackage Rights over BRC

Owned by BRC

City of Chicago Department of Planning and Development Programs to Assist Industrial Businesses

APPENDIX V

The City's Department of Planning and Development offers a variety of development incentive programs and reduced-interest financing to industrial businesses and developers that are developing new facilities, expanding or improving existing facilities, and creating jobs for Chicago residents.

Low-Interest Loans for Industrial Firms

The Department of Planning and Development's Bank Participation Loan Program offers industrial firms long-term, below-market financing for the purchase of land, buildings, machinery and equipment, rehabilitation or new construction, and working capital. The City can assist with 20% to 50% of the total amount needed to borrow, up to $350,000 citywide and $500,000 in Enterprise Zones. Interest rates are .75 of prime or 10% (whichever is lower), or 3% in Enterprise Zones. The terms of the loans range from 3 to 15 years.

For more information, contact the Finance Division at (312)744-7221.

Business Infrastructure Assistance Program

The Department of Planning and Development's Business Infrastructure Assistance Program promotes the revitalization of certain industrial areas eligible for federal funding by providing grants to cover part of the cost of certain infrastructure improvements. Improvements include all elements of public way infrastructure which may require either new installation, repair, replacement or relocation. Eligible improvements include, but are not limited to, light pole and fire hydrant relocation, hazardous vaulted sidewalk elimination, traffic signalization, water and sewer line improvements, utility removal and relocation, sidewalk, curb, gutter and street improvements, and landscaping. The City can fund up to 50% of the cost.

For more information, contact the Industrial Development Division at (312)747-7370.

→

Facade Rebate Program

The Department of Planning and Development offers rebates of up to 30% of the cost of improvements to the exterior, or facades, of industrial businesses or buildings. The improvement must be directly related to, and result in, the creation of permanent jobs, the majority of which would be available to low and moderate income persons. Applicants must create one job for each $10,000 of rebate. Funding is provided for complete facade renovation, exterior lighting, new signs, graphics, windows, doors, and certain types of security and energy conservation systems.

For more information, contact the Industrial Development Division at (312)747-7359.

Enterprise Zone Incentives

The Department of Planning and Development administers six state-designated Enterprise Zones in Chicago. Industrial firms locating or expanding in an Enterprise Zone will become eligible for several City and State incentives: An 8% combined Chicago and Illinois sales tax exemption available on building materials purchased from a Chicago business for use in real estate remodeling, rehabilitation, or new construction; an exemption from the real estate transaction tax; an expanded property tax abatement that could reduce a company's rate of assessment to 16% for 8 years; a state jobs credit of $500 for each job created; and a state 1% investment tax credit on investment in real property.

For more information, contact the Finance Division at (312)744-7221.

Tax Increment Financing

The Department of Planning and Development's Tax Increment Financing (TIF) Program is used in the promotion of industrial, commercial and mixed-use development. Funding for eligible improvements is derived from the incremental property tax revenue generated within the designated TIF district. Infrastructure improvements including sidewalks, streets and sewers, as well as land acquisition, demolition and job training can be funded to encourage development. The maximum period for a TIF district is 23 years. Generally, a 20-year TIF bond is issued, secured by the anticipated incremental revenue stream, to fund eligible project costs. The bond size is determined by the amount of assistance needed in relation to the new property taxes that will be generated.

For more information, contact the Finance Division at (312)744-7221.

Commercial and Industrial Tax Reactivation

The Department of Planning and Development coordinates the acquisition and transfer of tax-delinquent properties to approved

applicants through the Cook County Treasurers Office and the Cook County Board of Commissioners. At the time of conveyance to the applicant, the property will be free and clear of all delinquent taxes, penalties and interest. The applicant pays attorney and title fees.

For more information, contact the Community Development Division at (312)747-7399.

Business Express

Business Express, coordinated by the Department of Planning and Development, will provide a prompt, receptive customer-oriented reponse to business inquiries for city assistance. Business Express staff will act as "account managers" to ensure that we provide timely responses, informative follow-ups and formal closure of requests for city services or information.

For more information, contact the Business Services Division at (312)747-7485.

International Trade Assistance

The Department of Planning and Development's International Unit provides assistance to Chicago firms looking for export opportunities to develop or expand international sales.

For more information, contact the Business Services Division at (312)744-9061.

Acknowledgments

This report was prepared by the
City of Chicago,
Department of Planning and Development

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